washington state's

HISTORIC STATE ROADS

Historic Context

for island, snohomish, king, pierce, and kitsap counties

January 2014

previous page top
"Trees so wide, you can drive through them!" Arlington vicinity, 1935. Source: Washington State Historical Society.

bottom
Automobile advertising artwork. Source: Life Magazine.

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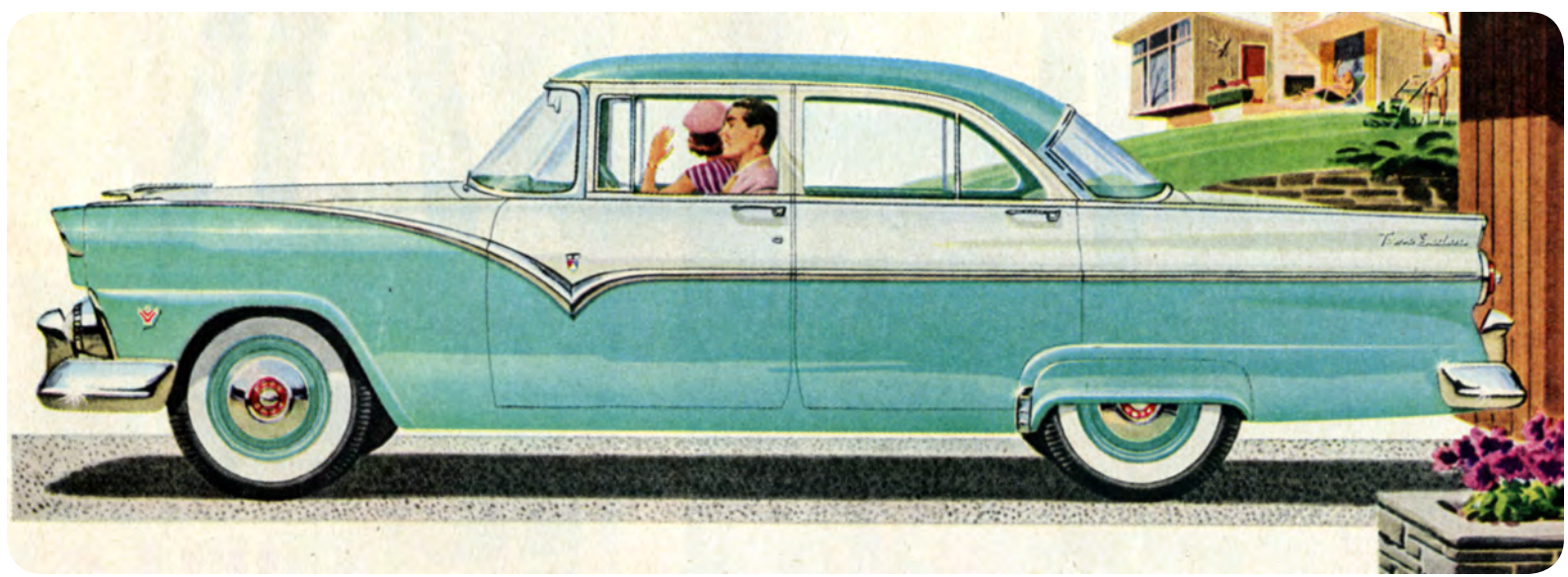
Automobile advertising artwork. Source: Life Magazine.



PUBLISHING DATA

This report was prepared in partnership with the SRI Foundation. Funding was provided through a Federal Transportation Enhancement grant administered by the Washington State Department of Archaeology and Historic Preservation and the Washington State Department of Transportation.

Published October 2013.

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"Northwest Rent A Car" brochure – cover, 1950. Source: Washington State Historical Society.

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Lakewood Center postcard view. Source: Michael Sullivan.

LIST OF ABBREVIATIONS

DAHP Washington State Department of Archaeology and Historic Preservation http://www.dahp.wa.gov/

DLC Donation Land Claim

DOE Determination of Eligibility, a formal process through the SHPO to determine if a property is potentially eligible for listing to the National Register of Historic Places.

ESRI Geographic Information System software developer www.esri.com

FHWA Federal Highway Administration https://www.fhwa.dot.gov/

GIS Geographic Information System

GLO Government Land Office Survey http://www.glorecords.blm.gov/

NPS National Park Service http://www.nps.gov/index.htm

NRHP National Register of Historic Places

PSH Primary State Highway, in use 1937 to 1963

PSRC Puget Sound Regional Council http://www.psrc.org/

RTPO Regional Transportation Planning Organization

SHPO State Historic Preservation Officer (see also DAHP)

SR State Road

SSH Secondary State Highway, in use 1937 to 1963

WHBR Washington Heritage Barn

WISAARD Washington Information System for Architectural and Archaeological Records Data http://www.dahp.wa.gov/learn-and-research/find-a-historic-place

WSDOT Washington State Department of Transportation http://www.wsdot.wa.gov/

PROJECT TEAM

Artifacts Architectural Consulting, Inc. (Artifacts), in partnership with the SRI Foundation (SRIF), developed the following historic roads historic contexts for two regional Transportation Planning Organizations (RTPOs) in northwestern Washington State. These historic road historic contexts were prepared under a Washington State Department of Transportation (WSDOT) Transportation Enhancement grant administered by the Washington State Department of Archaeology and Historic Preservation (DAHP).

SRI Foundation served as the prime with Artifacts as subcontractor. Sherridan and Associates, Hemisphere Design, and Niki Stojnic worked as subcontractors to Artifacts on the project. SRIF staff Terry Klein and David Cushman led the public process, provided overall project vision, served as agency contacts, and provided internal review and guidance. Mimi Sherridan of Sherridan and Associates conducted archival research and wrote the DOT, road technology and regional context histories and participated in the public process. Adam Welch of Hemisphere Design developed the maps for the heritage tours. Niki Stojnic, freelance writer and editor, undertook editing. Michael Sullivan, principal with Artifacts, provided overall project vision, and public process presentation. Spencer Howard, managing partner with Artifacts, built the GIS database and provided GIS mapping and analysis, archival research and data collection from WSDOT, historic map georeferencing, assisted in field work, review of report text, public process participation, and project coordination with SRIF. Katie Chase, partner with Artifacts, undertook field work, SR synopsis writing, layout and production. Susan Johnson, associate with Artifacts, undertook field work, SR synopsis writing, and historic photograph collection organization and keying to site locations.

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CHAPTER 1

introduction

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Source: Biennial Report, 1946-48.

center
1954 postcard view of City Center Motel along Aurora (State Route 99) in Seattle. Source: Washington State Historical Society.

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Source: Biennial Report, 1944-46.

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Postcard view of George Washington Memorial (Aurora) Bridge. State Route 99. Source: Eugenia Woo.

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Post card view of Washington scenery, from a photo by Asahel Curtis. Source: Michael Sullivan.

1.1 PURPOSE

Artifacts Architectural Consulting, Inc. (Artifacts), in partnership with the SRI Foundation (SRIF), developed the following historic roads historic contexts for two regional Transportation Planning Organizations (RTPOs) in northwestern Washington State. The RTPOs include the Puget Sound Regional Council (PSRC), and the Island Sub-Regional Transportation Planning Organization (Island RTPO), which together encompass Island, Snohomish, Pierce, King, and Kitsap counties (see **"Figure 1.1:" on page 14**). These historic road historic contexts were prepared under a Washington State Department of Transportation (WSDOT) Transportation Enhancement grant administered by the Washington State Department of Archaeology and Historic Preservation (DAHP). The overall objective of the historic contexts was to assist the RTPOs and DAHP in identifying historically significant state roads within the two regional planning areas, and provide recommendations on the management of these significant historic roads with an emphasis on promoting local heritage tourism.[1] For the purpose of this project, "significant historic roads" refers to roads that are both recommended as eligible for listing in the National Register of Historic Places,[2] and can serve as focal points for promoting heritage tourism within the two RTPOs.

All recommendations regarding the National Register eligibility of roads or road segments discussed in this report are the recommendations of Artifacts, Inc. and the SRI Foundation. These recommendations do not reflect the opinion or imply any concurrence on the part of either the Washington State Department of Transportation or the Washington State Department of Archaeology and Historic Preservation.

As discussed in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*,[3] historic places, such as historic roads, are evaluated for listing in the National Register of Historic Places (NRHP) through the use of a historic context. A historic context has a theme, a geographic area, and a defined time period. The historic context includes the definition of specific

1 Management recommendations prepared by SRIF are included in two separate reports prepared for each RTPO entitled, respectively, "Historic Roads Historic Context: Options for Managing Significant Historic Roads in Island County, Washington", and "Historic Roads Historic Context: Options for Managing Significant Historic Roads in Snohomish, Pierce, King and Kitsap Counties, Washington."

2 National Park Service, Washington, DC. 1991

3 Ibid.

property types that are significant representations of this theme, time period, and geographic area, in addition to a listing of the character defining features of these significant property types. The historic contexts presented in this report are:

Historic State Roads of Snohomish, Pierce, King, and Kitsap Counties, from 1889 to 1980

Historic State Roads of Island County, from 1911 to 1950

These historic contexts also include former state roads that are currently managed by cities and counties within the two RTPOs. The historic roads located in Ebey's Landing National Historical Reserve (Ebey's Landing Reserve) are contributing elements to the Central Whidbey Island Historic District listed to the National Register of Historic Places in 1973. These roads are managed by Island County and were included in the historic context to assist both Island County and Ebey's Landing Reserve with their management. These roads pre-date the period of historic state road development referenced above for Island County. In total, these active and former state roads encompassed over 1,700 miles. Interstates I-90, I-5, and I-705 are not included in these historic contexts. In addition, the SR 704 park-and-ride and cross base highway were not included, as this state road is not yet fully built, http://www.wsdot.wa.gov/Projects/SR704/CrossBase/. State Route 123, and portions of SR 410, are within Mount Rainier National Park. The Park is a National Historic Landmark and is listed on the National Register of Historic Places. These roads are National Register eligible as contributing elements to the Park and are managed by the National Park Service in accordance with existing management plans and, therefore, were excluded from the historic contexts.

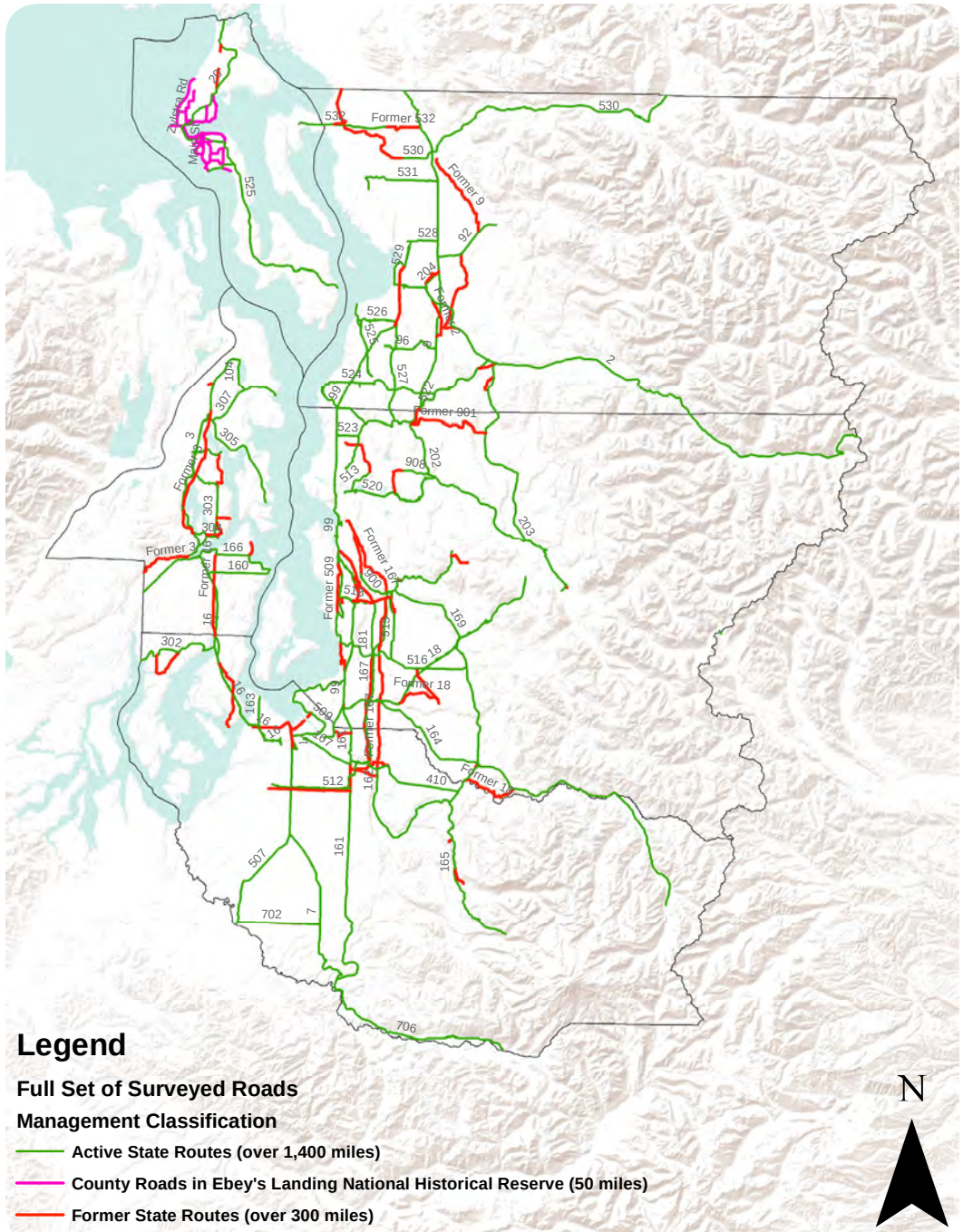
Historic contexts are important tools for evaluating the National Register eligibility of historic places encountered during the development of project subject to the requirements of Section 106 of the National Historic Preservation Act (NHPA).[4] Historic contexts provide a pre-defined framework for determining whether or not a resource within a project area is National Register eligible. That is, when a project encounters a property that has not been evaluated in terms of National Register eligibility, the parties involved in the project refer to appropriate historic context and determine if the encountered property represents a significant property type within the historic context, and exhibits the same character defining features associated with the property type. If the property does represent a significant property type and exhibits the required character defining features, then the property is most likely eligible for listing in the National Register.

The historic contexts presented in this report will not only serve as a tool for evaluating the National Register eligibility of historic roads within the two RTPOs, the historic contexts will also, as noted above, assist the RTPOs in promoting local heritage tourism. This approach to linking significant historic roads to heritage tourism mirrors King County's 2009 *King County Historic and Scenic Corridors Project* (http://www.kingcounty.gov/transportation/kcdot/Roads/HistoryAndArchaeology/HistoricScenicCorridorsProject/FinalReport.aspx)

King County conducted the study to identify historically and visually intact road corridors. National Register concepts and federal visual quality standards were applied. The study defined corridor signatures consisting of roads, features, historic sites, vegetation and viewsheds. Nine historic and scenic corridors were identified as worthy of preservation. Management strategies and ideas for engaging the public in preservation and promoting heritage tourism were also provided. These roads are not included in the current study.

4 Thomas F. King, *Cultural Resources Laws & Practice.* (Alta Vista Press, 2004).

Figure 1.1:
Full set of Surveyed Roads.



As shown in the King County program, historic road corridors and associated viewsheds provide a foundation for heritage tourism, scenic byway, and heritage corridor designations. Historic roads, corridors, and viewsheds are capable of providing a memorable experience to road users, and enhance the story of a historic roadway.

CHAPTER 2

methods

previous page left
Automobile advertising artwork, showing car with people picnicking in the forest. Source: Life Magazine.

previous page right
Ca. 1935 view of two-lane highway with center line. Source: Washington State Archives.

left
2013 view of White Horse Glacier from State Route 530. Source: Artifacts Consulting, Inc.

right
Ca. 1935 view of Snohomish River bridge (SR 2). Source: Washington State Archives.

Introduction

The PSRC and Island RTPO historic roads historic contexts were developed through the following steps. The project team first reviewed national studies and state-specific studies on the identification and evaluation of significant historic roads. Of particular relevance were afore mentioned 2009 King County Historic and Scenic Corridors Project, which provided a precedent for integrating viewshed analysis with historic integrity.[1] Another important study was the *Colorado State Roads and Highways National Register of Historic Places Multiple Property Submission*, providing importance guidance on themes and registration requirements http://www.historycolorado.org/sites/default/files/files/OAHP/crforms_edumat/pdfs/645.pdf.[2] Other studies reviewed included the 2011 *Arizona Transportation History* report, the 2009 *Iowa's Historic Automobile Roads: A National Register Study of Pre 1948 Arterial Highways*, the 2002 *Nebraska Historic Highway Survey*, and the 2011 *Report on the Alaska Historic Roads Study Group Workshop*.[3]

1 4Culture; King County, *Historic and Scenic Corridors Project* (Seattle: King County, 2009).

2 Associated Cultural Resource Experts, *Colorado State Roads and Highways: National Register of Historic Places Multiple Property Submission*, (Denver: Office of Archaeology and Historic Prservation Colorado Historical Society, 2003).

3 Mead & Hunt, Inc. and Heritage Research, Ltd, *Nebraska Historic Highway Survey* (Nebraska State Historical Society and Nebraska Department of Roads, 2002); History Plus. *Arizona Transportation History: Final Report 660* (Phoenix: Arizona Department of Transportation Research Center, 2011); Highway Archaeology Program, University of Iowa, *Iowa's Historic Automobile Roads: A National Register Study of*

left
Post card view of gateway to Mt. Rainier National Park, at Chinook Pass. State Route 410. Source: Revisiting Washington.

In addition to this initial research on national and state-specific historic roads investigations, the project team also conducted preliminary research on the overall history of roads and transportation history in northwestern Washington State.

After completing this preliminary background research, the project team conducted a number of workshops within each of the RTPOs. One of the goals of these workshops was to define, in consultation with representatives of the RTPOs, the specific approach for identifying and then evaluating significant historic roads. Based on the recommendations of the workshop participants, and in subsequent consultation with DAHP, the project team focused on historic road corridors, not just the elements of the historic roads themselves (e.g., pavement, road prism, shoulders, associated structures such as culverts and retaining walls). These corridors include the roads and associated structural elements, historic buildings and features along the roads, and the viewsheds associated with the roads. Historic roads across the country can generally be placed within a standard set of over-arching property types (www.historicroads.org). These property types are: aesthetic, cultural, and engineered routes. In addition roads can represent more than one of these property types. Aesthetic routes were designed primarily for tourism, providing an experience for the road traveler. These include roads to National Parks. Aesthetic routes are:

> *…designed to provide a very specific traveler experience. In general these historic roads were designed for scenic enjoyment, leisure, recreation, or commemoration. Aesthetic routes will have a documented purpose or rationale behind their development and a documented date of construction.*[4]

Typical character-defining features for this property type relate to traveler experience and can include but are not limited to: alignment and road geometry (often following existing topography), number of lanes (usually 1 in each direction), lane widths (often narrow), guardrails and retaining walls (usually with aesthetic design elements), shoulders (often minimal to none), scenic surroundings and views of regional landscape identifiers (including scenic view pullouts).

Cultural routes developed over time through patterns of use and ease of topography and natural environment, affording logical transportation corridors. These include military and wagon roads.

Pre-1948 Arterial Highways (Ames: Office of Location and Environment, Iowa Department of Transportation, 2009); The SRI Foundation, *Reports on the Alaska Historic Roads Study Group Workshop September 28-30, 2010* (Anchorage: State of Alaska Department of Transportation and Public Facilities, 2011).

4 Marriott, Paul Daniel; Samudio, Jeffrey Bryan; Paul Daniel Marriott & Associates. *Historic Roads: Dedicated to the Identification, Preservation and Management of Historic Roads* (1999). http://www.historicroads.org/sub2_1.htm (accessed June 15, 2013).

right
2013 view towards Alder Dam, from viewpoint off of SR 7. Source: Artifacts Consulting, Inc.

Cultural routes:

> *…evolved through necessity or tradition. While it is possible some cultural routes may have a documented rationale, they will not have the design and construction legacy of an aesthetic or engineered route. (It is possible, and likely, later additions or alterations may be well documented—this category, however, addresses the nature of the original origin of the road.) These may be roads that evolved from Native American, colonial or animal trails or simply logical connections between villages or through difficult terrain. Roads through mountain passes or water gaps, paralleling the foot of mountains or following a line of stable soils or river courses are typical of cultural routes. Additional types of cultural routes may include a footpath between farms or to a resource site (sand, clay, timber or stone) that ultimately became road. Some routes may have cultural associations through use, activity or events.*[5]

Typical character-defining features for this property type relate to setting and can include but are not limited to: alignment and road geometry (often following existing land ownership boundaries and topography), number of lanes (usually 1 in each direction), lane widths, shoulders, intersections, drainage ditches, cultural landscapes (often active agricultural lands), historic register listed properties and heritage barns, and city main streets.

Engineered routes were specifically designed for the most efficient and direct movement of people and goods. These include many of the roads developed after World War II. Engineered routes were:

> *…designed for the efficient movement of people, goods and services. They are our most common designed roadways. While they may exhibit some aesthetic qualities or features, their design intent will be rooted in efficiency of movement, ease of access, and prudent construction cost. Like aesthetic routes, engineered routes will have a documented purpose or rationale behind their creation and a documented date of construction.*[6]

Typical character-defining features for this property type relate to road design and can include but are not limited to: alignment and road geometry (often determined by the most efficient route), number of lanes (usually several in each direction), land widths (usually wide for safety), shoulders (usually wide and paved), access ramps, drainage ditches, guardrails, retaining walls, medians, and structural road bed.

These over-arching property types serve as the foundation for identifying and evaluating significant historic roads within the two RTPOs. These over-arching property types were then placed in a regional context specific to the areas within the two RTPOs. Chapter 3 presents this regional-specific history which focuses on road technology, regional development patterns, and the history of Washington State DOT.

The next step in the historic context development was to create a screening tool for evaluating the integrity of historic roads

5 Marriott, *Historic Roads: Dedicated to the Identification, Preservation and Management of Historic Roads* (1999).

6 Ibid.

in the two RTPOs. This tool would allow the project team to assess whether or not roads retain sufficient integrity to represent the three over-arching property types, and regional transportation themes and time periods. The screening tool assessed separately the integrity of a road (i.e., the physical features used to create the road prism and features directly associated with road function), then the road corridor (the features forming the setting through which the road passes, including barns, historic buildings, vegetation, as well as cultural landscapes), and then the viewshed associated with the road and corridor. Artifacts then combined these three elements to develop an overall integrity score for the historic roads (road + corridor + viewshed).

Artifacts created the screening tool by consolidating all available road-specific data into a single location within a GIS database. This provided a destination for assigning and tracking integrity rankings based on analysis of the data and fieldwork. Fieldwork served to verify rankings assigned in GIS and to update GIS data to reflect field conditions. The development of the integrity screening tool also involved additional road-specific historical research. The latter addressed road-specific planning and development history, drawn mostly from state and local repositories, as well as WSDOT archives. This road-specific historical data was used in conjunction with the GIS data to assess integrity, and subse-

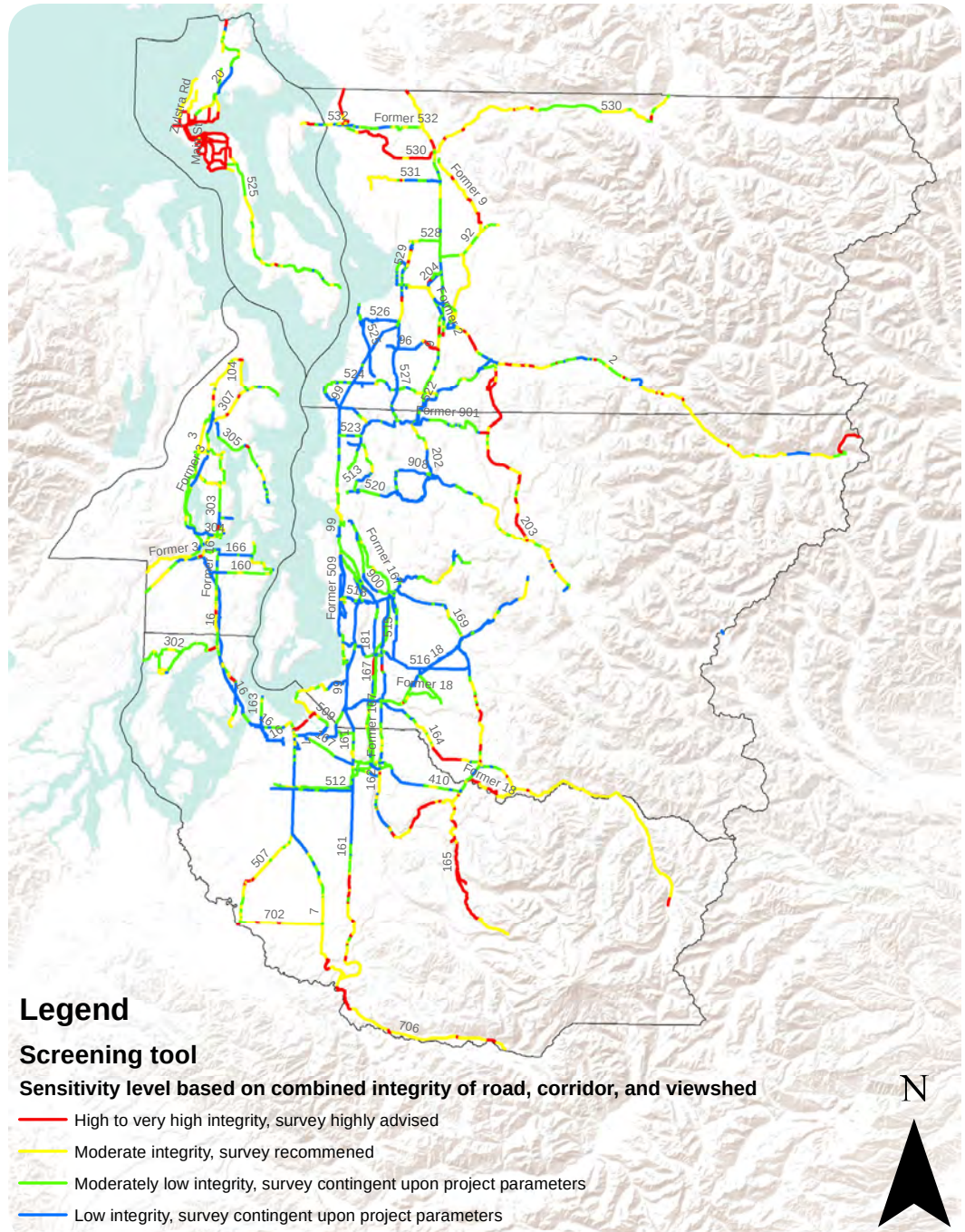


Figure 2.1: Screening Tool

left
2013 scenic view of ferry arriving at the Kingston Ferry Terminal (SR 104). Source: Artifacts Consulting, Inc.

quently, recommendations on National Register eligibility in addition to the potential for a historic road to serve as a node for promoting heritage tourism. More detailed information on the development and use of the integrity screening tool is provided in the following section.

2.1 SCREENING TOOL

The GIS-based screening tool, is an evaluative model that grades the integrity level of roads and their associated corridors. Integrity levels measure the extent of intact character-defining features for the road, corridor, and viewshed. **Click here to download ArcGIS layer package.** Refer to sections below for a list of character-defining features for road, corridor, and viewshed.

Higher integrity levels equate to more intact character-defining features. Lower integrity levels equate to fewer intact character-defining features.[7]

High to very high integrity

Moderate integrity

Moderately low integrity

Low integrity

Measurement standards for integrity of roads and corridors:

Integrity is measured using the National Park Service (NPS) 2002 Bulletin "How to Apply the National Register Criteria for Evaluation." Integrity is a measure of the property's capacity to convey the architectural, engineering, and historical significance. A property's capacity is formed by character-defining features.

Levels of alterations based on DAHP's WISAARD database levels, which are used for Historic Property Inventory form development and property assessment. These refer to the extent of alterations that diminish the integrity of the property or feature being measured. Threshold values defined for each category. These are changes that occur to alter, obscure, or remove character-defining features.

Our process brings the NPS's seven aspects of integrity, the FHWA's Visual Impact Assessment methodology, and historic context theme associations and development periods together in the GIS database for more than 1,700 miles of roads. The FHWA methodology is used by state transportation departments to identify the potential importance of the visual environment along roads in order to assess the nature of effects resulting from road improve-

7 The risk levels used in DAHP's 2009 statewide archaeology predictive model provided the framework for integrity levels applied to the historic roads integrity screening tool.

ments. Vividness, intactness, and unity are aspects of this measurement process and are described below in detail under the viewshed integrity section.

Values used for quantifying the integrity of roads, corridors, and viewshed are listed in parenthesis after the ranking level. All values are recorded numerically. Integrity of roads and corridors used a one to four scale, and viewshed integrity used FHWAs one to seven scale. The integrity level corresponding to each value is defined in the following road, corridor and viewshed integrity sections. As part of integrating the viewshed integrity ranking with the integrity of roads and corridors, the relative weighting of the viewshed data is adjusted. Adjustment of the viewshed values is done by reducing them by half. This is done so viewshed values, measured on the larger one to seven scale, do not eclipse road and corridor integrity values measured on a one to four scale.

Screening tool values = (iRoad + iCorridor + (FHWA*.5))/3

iRoad and iCorridor = one to four scale values recorded in GIS

FHWA = (Vividness + Intactness + Unity)/3

Vividness, Intactness, and Unity = one to seven scale values recorded in GIS

Visual classification for mapping utilized four classes based on Jenks natural

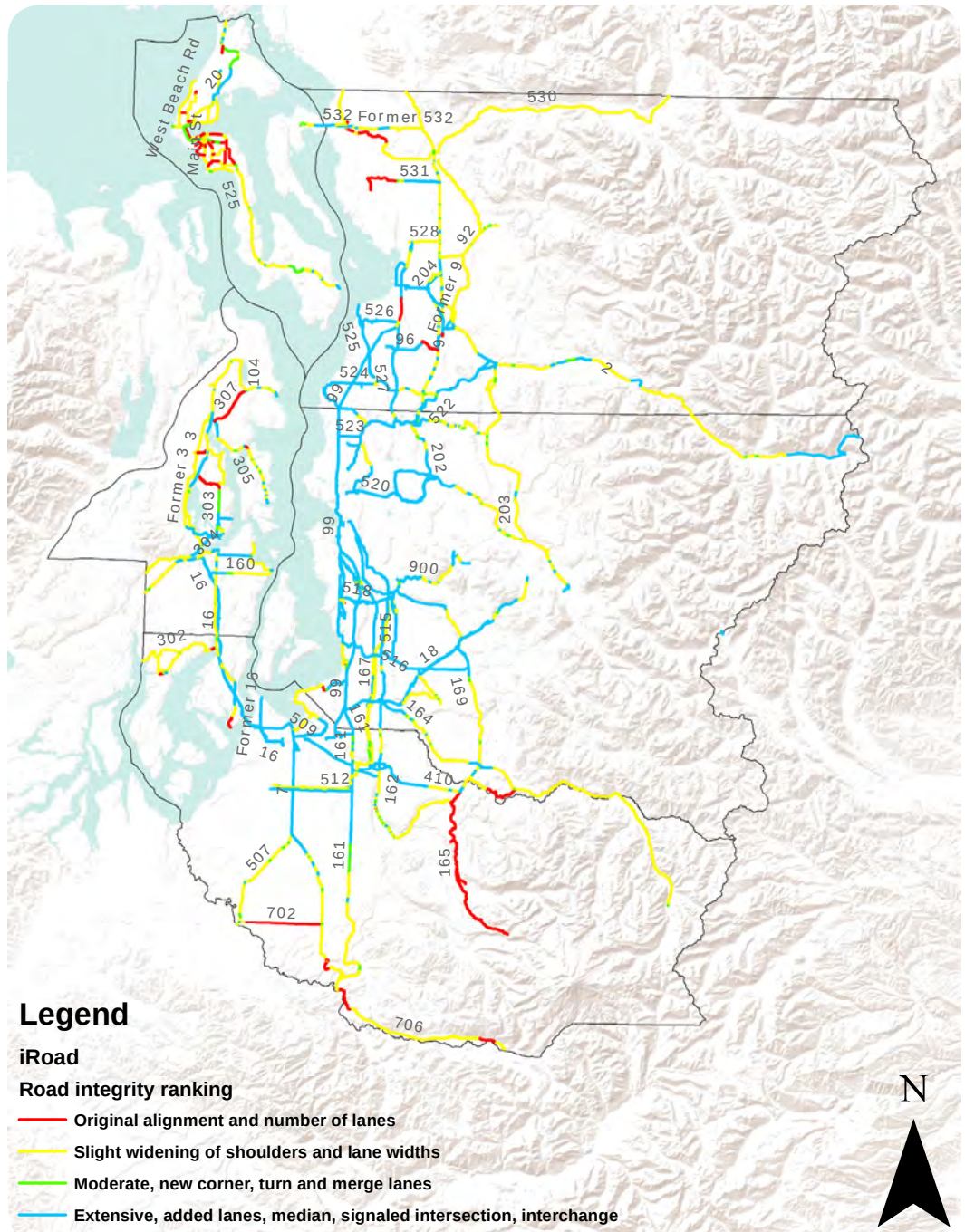
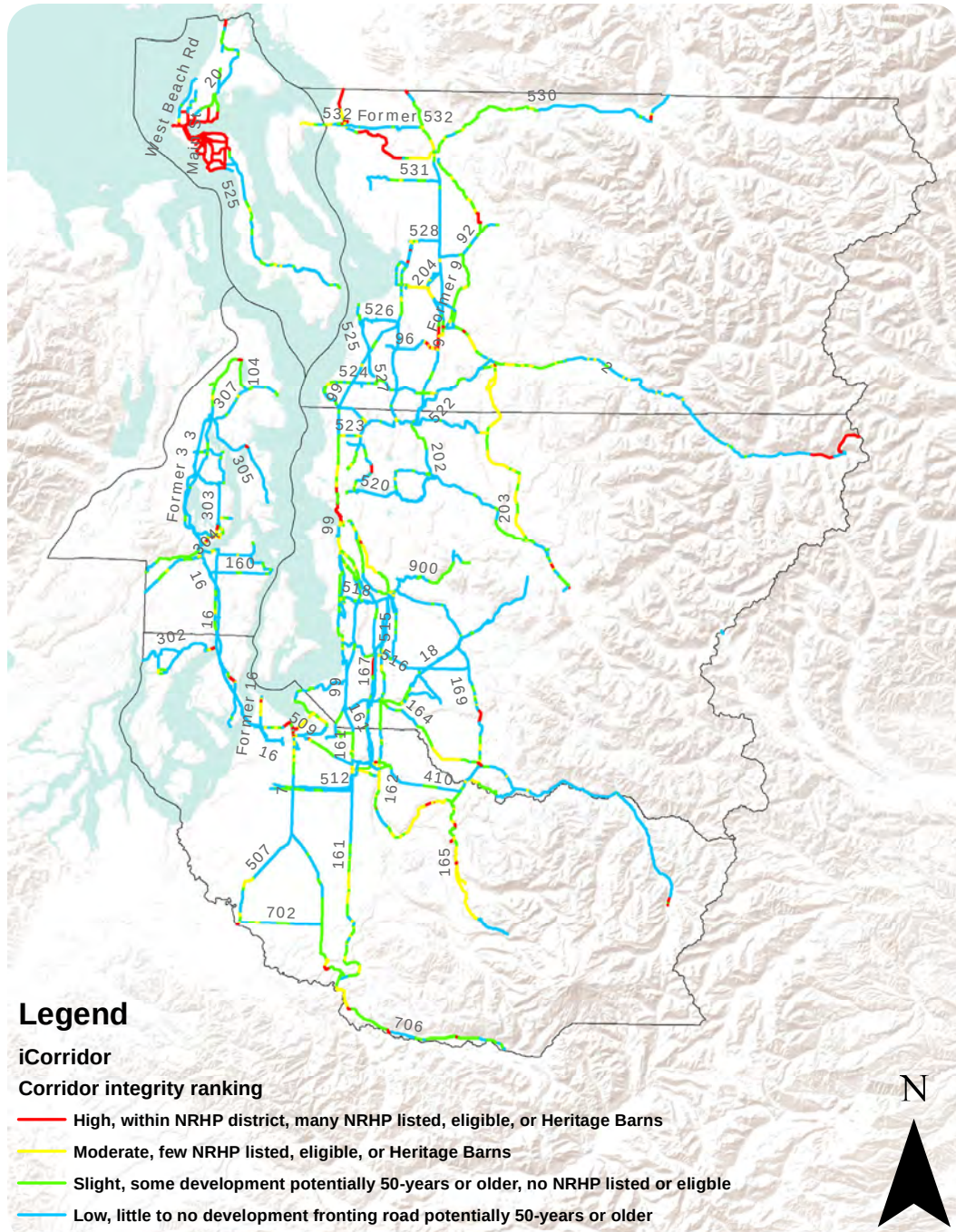


Figure 2.2: iRoad
Road Integrity Ranking map

Figure 2.3: iCorridor
Corridor Integrity Ranking map



breaks classification method. This method emphasizes differences between classes and similarities within classes.

The data set within the GIS is public and addresses only the historic built environment, and contains no confidential cultural resource data. This data set can be accessed from:

WSDOT GIS Workbench, a GIS interface for internal WSDOT users only containing environmental and natural resource management data. WSDOT maintains this in conjunction with federal, state, and local agencies.[8] http://www.wsdot.wa.gov/Environment/GIS/workbench.htm

WSDOT GeoData Distribution Catalog, enabling public access and consultant use http://www.wsdot.wa.gov/mapsdata/geodatacatalog/default.htm

PSRC GIS and Maps data catalog http://www.psrc.org/data/gis

WISAARD for integrated use with cultural resource data available through the public and secure sides of WISAARD http://www.dahp.wa.gov/learn-and-research/find-a-historic-place

Island County Mapping Center https://www.islandcounty.net/maps/mappingcenter/

The following three sections narrate the process used to develop the data and sup-

8 Washington State Department of Transportation, "Environmental GIS Workbench," http://www.wsdot.wa.gov/environment/gis/workbench.htm.

porting background and presume the use of GIS software, file geodatabases and a library of georeferenced historic maps. For this project we georeferenced all of the maps used to build the map library.

2.2 INTEGRITY OF ROADS

Introduction

Integrity of roads addresses the NPS integrity criteria most applicable to roads: **location**, **design, materials, and workmanship**. The steps outlined in Process and Background guided development of this data.

Process

Artifacts started with a digital layer of active state roads. WSDOT's road layer provided the base data set for this project.[9]

We then built a historic map library. These are maps showing roadways, at as close to annual intervals and going back as early as possible. The most important maps for this process were WSDOT real estate and engineering key maps, as well as GLO and county survey maps. Real estate maps tracked state right-of-way ownership and changes. Engineering maps tracked roadway contracts. The GLO and county survey maps helped to understand road origins prior to integration into the state system.[10]

right
Image from Biennial Report, 1948-50.

We built a contemporary map library. These included the most current aerials and topographic maps available. USDA 2011 aerials and topographic maps provided the most current data set that could be downloaded and used without internet connection.[11]

Artifacts compared the layer of active state roads with each of the historic and current maps and aerials. We identified former alignments, dates of establishment and removal from the system, and any alterations based on the maps, and digitized these routes. We recorded this data in the GIS database. We used ESRI and WSDOT's Functional Class, Non State Routes layers to copy alignments into our active state roads layer. Research into road specific planning and construction history were crosschecked with the GIS data. Session laws establishing roads were used as the definitive source on date of establishment for roads.

Artifacts assigned rankings (see Background, below) using the collected GIS data. Based on research documenting original roadway planning and construction, new intersections, added lanes and widened shoulders became evident using aerial imagery. WSDOT's State RouteWeb Tool (SRWeb) (http://www.wsdot.wa.gov/mapsdata/tools/srweb.htm) augmented the maps to check lane

9 Washington State Department of Transportation, "WSDOT GeoData Distribution Catalog," Functional Class, State Routes. http://www.wsdot.wa.gov/mapsdata/geodatacatalog

10 Right-of-way plans were pulled for the study area roads; however the georeferencing of these quickly proved to be a massive undertaking that exceeded the detail level needed for a planning level screening tool.

11 Aerial maps available over internet connections had too long of a lag time when panning and moving though data sets to be efficient.

top
1945 view of Carbon River Bridge on State Route 165, 3.5 miles south of Carbonado. Source: Washington State Archives.

widths, paving, corridor features and encroachments within the corridor. Google Street View (http://maps.google.com/intl/en/help/maps/streetview/#utm_campaign=en&utm_medium=van&utm_source=en-van-na-us-gns-svn) augmented maps along former state road alignments not covered in WSDOT's SRView tool.

To field verify rankings assigned in GIS, staff drove each of the SRs. Survey teams consisted of a driver and note-taker. Printed field maps showing ranking levels were marked up with field observations and ranking changes.[12] This was an essential step that helped significantly to fine tune the assigned ranking levels and identifies anomalies not visible from aerials and maps. Verifying data in the field instead of creating new data dramatically improved the efficiency of fieldwork.

Background

Original alignment is important for understanding how road construction related to surrounding development and why particular construction methods may have been used or a route selected. Alignment is also a product of design speed, influences road geometry, and relates directly to important character-defining features such as lane width, curbs and gutters, and retaining walls. The road integrity measurement is based on the current centerline of the road and how that relates to the historic centerline. The road for the purpose of this study encompasses the physical features used to create the road prism and features directly associated with road function. The road prism is defined as the surface paving, shoulders, and structural road bed. The top of the prism is the surface paving and any striping. Sides are the road bed shoulders and slope. Bottom is the bearing soil beneath the structural road bed fill. Any elements beyond this prism, that relate directly to the function of the road—such as retaining walls, guardrails, signs, and drainage ditches—are included. This assessment approaches the original construction technology for the road as a record of its period of construction and its response to site conditions. The analysis relies on the identification of character-defining features for each road, which are then assigned an integrity value:

> Intact (4): character-defining features. The original alignment and number of lanes, pavement, road bed, guardrails, retaining walls, and shoulders all original materials and widths or minimally altered, convey design, materials and

12 Artifacts tested laptop and Trimble data entry methods. We deployed data to the Trimble using ArcPad. Both methods were slower than physically writing notes on a hard copy map. Safety and efficiency were the prime concerns. It was too dangerous on most state roads to stop along the shoulder in an unmarked car without any warning lights, so surveyors drove at or slightly below the speed limit and could not stop. So note taking had to be fast and continuous with clear location references.

workmanship, may also have new pavement and striping if all other items remain intact.

Slight (3): loss of character-defining features. Such as the road has been adjusted by widening of the shoulders but not paved, new pavement, striping, rumble strips (center and/or sides), new in-kind guardrails and retaining walls where applicable.

Moderate (2): loss of character-defining features. Such as a new corner built that is not along the original alignment added to make a less severe curve to handle higher speeds, increased lane widths, added turn lanes at non-signaled intersections and merge lanes, and shoulders widened and paved.

Extensive (1): loss of character-defining features. Such as added lanes, new road not along the original alignment, or a combined curve change and lane increase, new road bed, signaled intersection addition, added passing lane or median, added divided median, and added sound barriers. Few to no visible original features remain intact.

The following list of character-defining features for roads is not exhaustive, but includes a listing of features a road might have. Refer to chapter 4 road summaries for listings of character-defining features for each road examined for the development of the historic contexts. The type of road, development

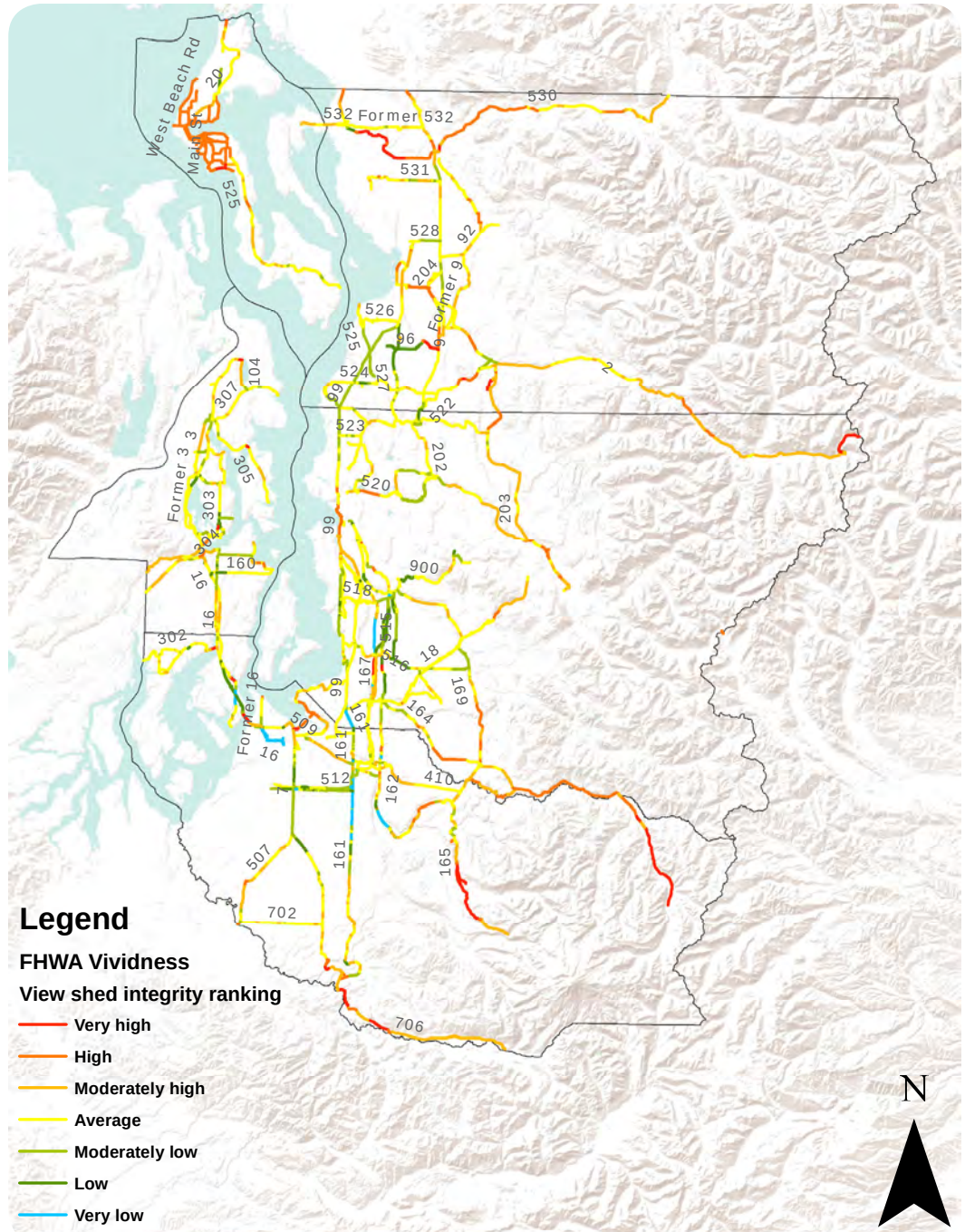
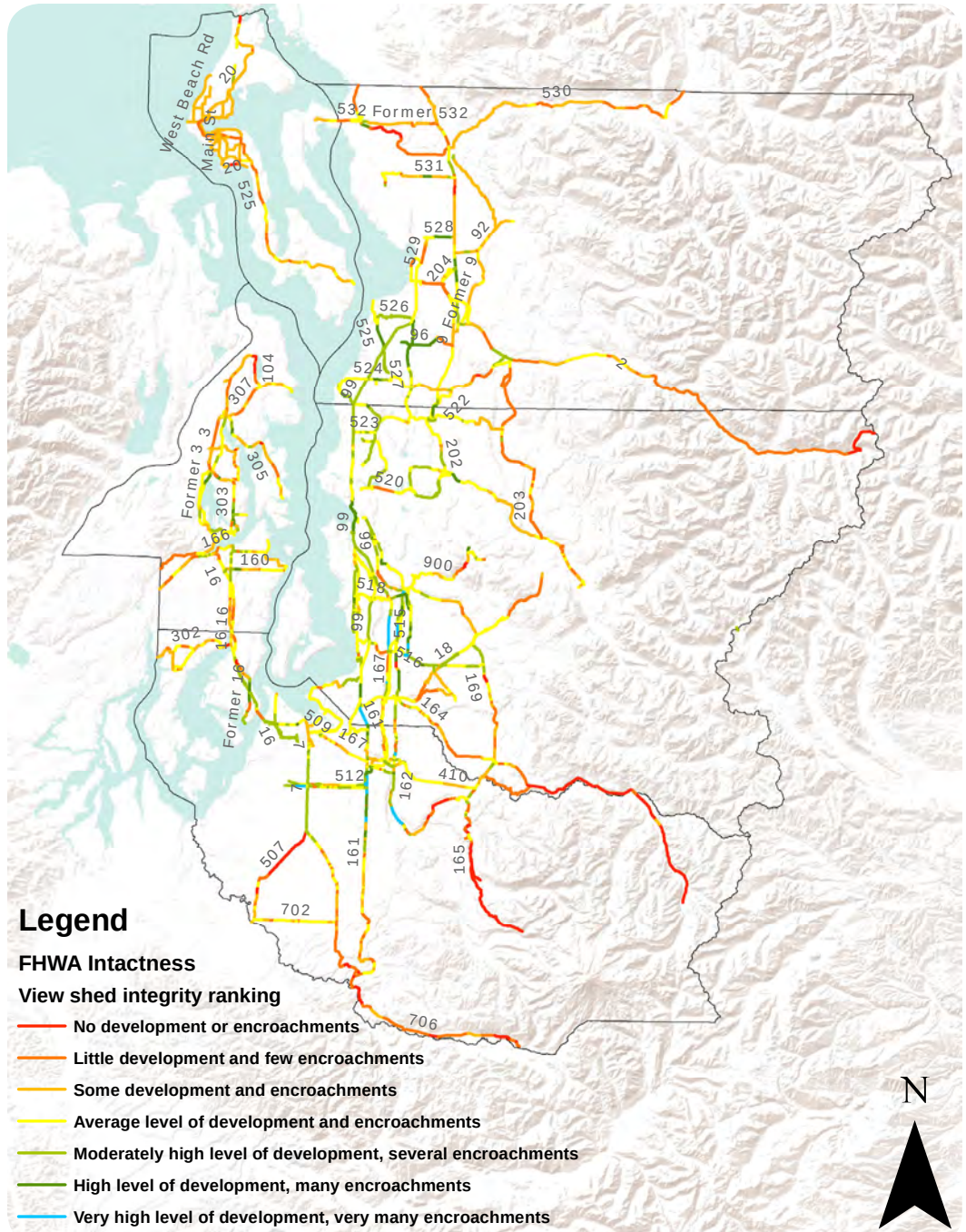


Figure 2.4: FHWA Vividness

Figure 2.5: FHWA Intactness



period, and any thematic associations influence the type of character-defining features a road has.

> *Character-defining features: alignment, number of lanes, guardrails, retaining walls, lane widths, shoulders (type and/or lack of), intersection types, medians, surface paving, road geometry (curves, grade), structural road bed, striping, road bed shoulders and slope, and drainage ditches.*

2.3 INTEGRITY OF CORRIDORS

Introduction

The analysis of corridors focuses on integrity of **setting, feeling, and association, in relation to the road.** Corridor integrity is the character-defining features forming the setting through which the road passes. This includes barns, buildings, vegetation, as well as cultural landscapes. The steps outlined in Process and Background below guided development of this data.

Process

Artifacts utilized the same digital road layer, historic and contemporary maps created and assembled for Integrity of Roads.

We compared the road layer with topographic base maps, GLOs, aerials, built environment cultural resource survey data, and historic photographs to identify historic features and cultural landscapes along the road corridor.

This project utilized built environment cultural resource survey data from DAHP to understand concentration levels and locations of listed and potentially NRHP eligible historic properties.[13] DAHP data includes:

Historic property inventory survey data, filtered by date of construction to identify concentration areas of properties 50 years or older

NRHP and National Historic Landmark (NHL) listed properties and districts to identify historic properties along or visible from the roads, including Ebey's Landing National Historic Reserve

Heritage Barns and Washington State Heritage Register properties and districts to identify historic properties along or visible from the roads

Historic property inventory survey data, filtered by surveyor NRHP eligibility recommendations

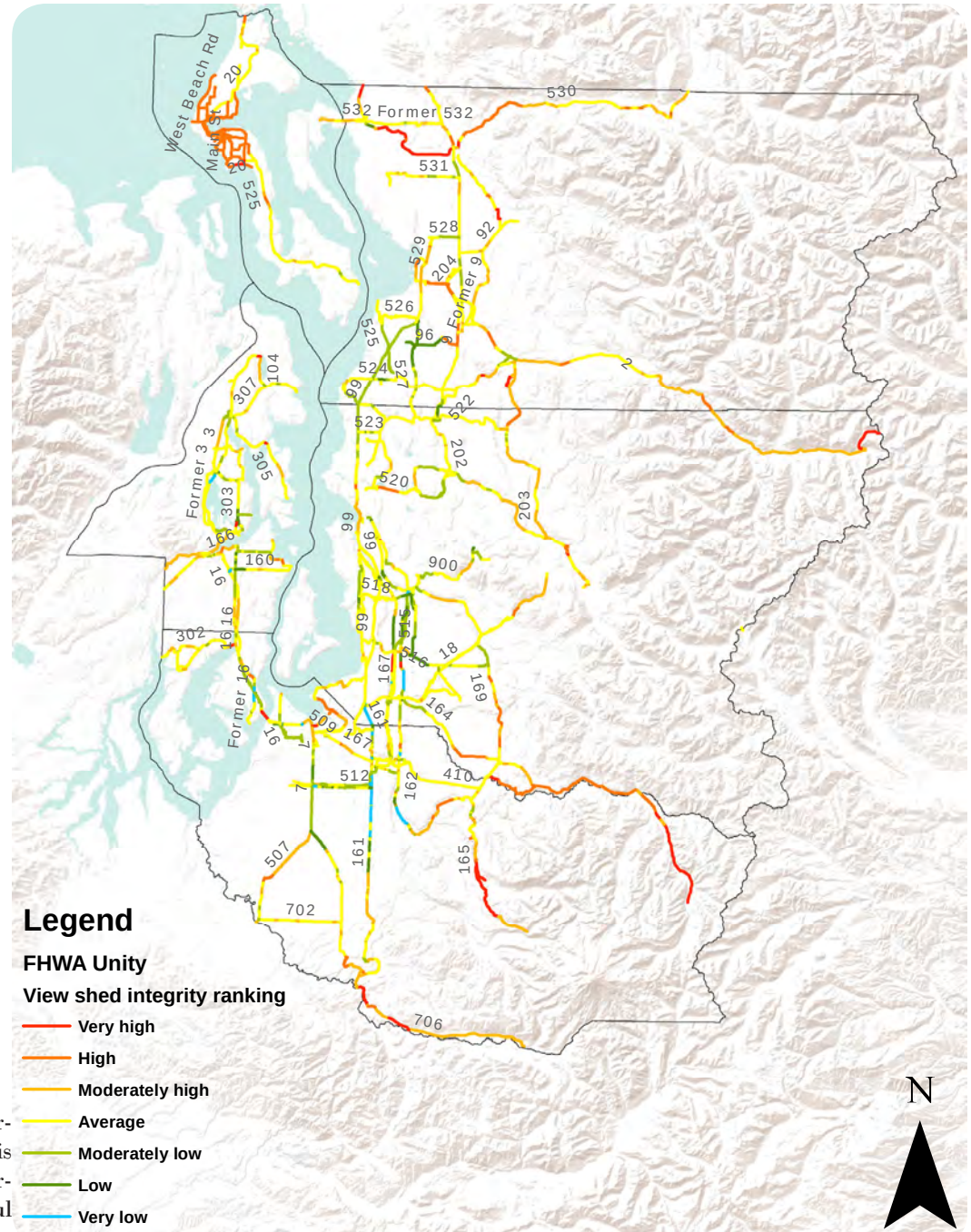


Figure 2.6: FHWA Unity

13 County and city historic register listed properties were not included in the data set used for this project. Depending upon availability of this information as a digital layer, this would be a helpful layer to include.

State and national scenic byway and All-American Road designations to understand state road relationships with these corridors

National Historic Civil Engineering Landmark designations

King County Heritage Corridors to understand state road relationships with these corridors

Staff assigned rankings (see Background below) using the collected GIS data. Based on comparison with the above data set overlaid on aerial imagery the level of intactness for the corridor was defined. WSDOT's State RouteWeb Tool (SRWeb) augmented the maps to corridor views. Google Street View augmented maps along former state road alignments not covered in WSDOT's SR-View tool.

In order to field verify rankings assigned in GIS, staff drove each of the SRs. Survey teams consisted of a driver and note-taker. Staff marked up printed field maps showing ranking levels with field observations and ranking changes.[14] This was an essential step that helped significantly to fine tune the assigned ranking levels and identifies anomalies not visible from aerials and maps.

Background

The corridor is defined by the visual sight limits for road users, such as fences, outer edges of drainage ditches and the immediate

right
2013 view from a former portion of SR 9. Source: Artifacts Consulting, Inc.

environment through which the road passes.[15] This is unrelated to the legal road right-of-way, which may be quite different from the visual sight limits of road users. **Visible** character-defining built environment features that are part of the road setting can include fences, cultural landscapes, historic districts, listed historic properties, and properties 50 years or older. Collectively, these help define the user experience of the road. This corridor analysis relies on each road's list of existing character-defining features, city locations and main streets identified through archival research. Artifact surveyors then evaluate each corridor section in the field, comparing the existing conditions against the list of features described above. The intent is to identify corridor sections that have a high concentration of intact, character-defining features:

High (4): concentration of character-defining features visible to drivers. Such as within a NRHP district, near many NRHP listed or National Register-eligible properties or heri-

14 We tested laptop and Trimble data entry methods. We deployed data to the Trimble using ArcPad. Both methods were slower than physically writing notes on a hard copy map. Safety and efficiency were the prime concerns. It was too dangerous on most state roads to stop along the shoulder in an unmarked car without any warning lights, so surveyors drove at or slightly below the speed limit and could not stop. So note taking had to be fast and continuous with clear location references.

15 Visual limits is used instead of the legal right-of-way since the legal right-of-way width may change significantly along a road to extend beyond the visual limits.

tage barns, through a city main street or core, high concentration of properties 50 years or older along the road, or high concentration of intact road-related features, such as historic overpasses. Includes historic designed and working landscape elements, such as fields or parks. Roads passing through a donation land claim with intact farmland and visible to drivers.

Moderate (3): concentration of character-defining features visible to drivers. Such as modest concentration of properties 50 years or older along road; some to few NRHP-listed or NRHP-eligible properties or heritage barns in proximity or through peripheral portion of city; includes historic designed and working landscape elements, such as fields or parks.

Slight (2): concentration of character-defining features visible to drivers. Such as some development fronting road potentially 50 years or older, few to no NRHP-listed or NRHP-eligible properties or heritage barns in proximity, based on survey data or observed development patterns; includes historic designed and working landscape elements, such as fields or parks.

Low (1): concentration of character-defining features visible to drivers. Such as little to no development potentially 50 years or older fronting road, includes historic designed and working landscape elements, such as fields or parks; no known NRHP listed or NRHP-eligible properties or heritage barns in proximity.

The following list of character-defining features for corridors is not exhaustive, but includes a listing of features a corridor might have. Refer to chapter 4 road summaries for listings of character-defining features for each road. The type of road, development period, and any thematic associations influence the type of character-defining features a corridor has. Refer to section 2.5 for further details.

top
2013 view of intact brick road on a former portion of SR 532 in Stanwood. Source: Artifacts Consulting, Inc.

bottom
Detail view of intact brick road (former SR 532). Source: Artifacts Consulting, Inc.

Character-defining features: NRHP listed or eligible properties, heritage barns, state and local register listed properties, city main street, historic district (national, state, or local), cultural landscape (designed parks, active farmland).

2.4 INTEGRITY OF VIEWSHEDS

Introduction

Viewsheds are assessed in terms of integrity of setting, **feeling** and **association**. This is related to, but different from corridor integrity. Viewshed is generally at a larger scale than the corridor, extending outward from the road at a greater distance. For roads designed as scenic roads, viewshed integrity has particular relevance as a measure of integrity and NRHP eligibility.

Viewshed integrity addresses visual qualities using the FHWA Visual Impact Assessment for Highway Projects methodology. The steps outlined in Process and Background sections guided development of this data.

Process

Artifacts utilized the same digital road layer, and contemporary maps created and assembled for Integrity of Roads. Staff compared the road layer with aerials to identify potential scenic areas, vivid locations, encroachments, and unified landscapes. As a baseline this project assumed all roads to be average and then adjusted up or down based on location-specific features.

We assigned rankings for vividness, intactness and unity based on GIS data.

In order to field verify rankings assigned in GIS, staff drove each of the SRs. Survey teams consisted of a driver and notetaker. Printed field maps showing ranking levels were marked up with field observations and ranking changes.[16]

Each section's rankings for the vividness, intactness, and unity were then added together and divided by three to provide the final integrity of viewsheds ranking.

Background

Integrity of the viewsheds is based on the **FHWA** Visual Impact Assessment for Highway Projects and WSDOT Visual Impact Assessment methodologies.[17,18] We used the FHWA methodology to perform the assessment of integrity of setting, feeling and association because the methodology is effective at quantifying user views and also perception and experience of setting.[19]

16 We tested laptop and Trimble data entry methods. We deployed data to the Trimble using ArcPad. Both methods were slower than physically writing notes on a hard copy map. Safety and efficiency were the prime concerns. It was too dangerous on most state roads to stop along the shoulder in an unmarked car without any warning lights, so surveyors drove at or slightly below the speed limit and could not stop. So note taking had to be fast an continuous with clear location references.

17 Washington State Department of Transportation, "Visual Methodology," http://www.wsdot.wa.gov/publications/fulltext/Roadside/Visual_Methodology.pdf

18 FHWA Publication No. FHWA-HI-88-054. http://www.wsdot.wa.gov/publications/fulltext/Roadside/fhwavia.pdf

19 We evaluated the roadside landscape classification GIS layer prepared by WSDOT for use as an initial reference layer and reviewed Roadside Manual M25-30, Section 500, Visual Functions to inform field survey work. Ultimately the FHWA methodology differed enough that we created a new data set rather than building on the roadside landscape classification layer.

This data aids in identification of scenic qualities, focusing on user perception. This analysis utilizes only the view from the road and does not consider views from the surrounding areas of the road. Viewer sensitivity is focused on higher sensitivity local (users living along the road) and tourist traffic. Regional landscape identifiers experienced by drivers, such as Puget Sound, Mount Rainier, the Olympic Mountains, the Cascade Mountains, valleys, as well as listed scenic byways and county heritage corridors, listed Heritage Barns, and national and state register-listed properties are factored in by elevating viewshed integrity where these regional landscape identifiers are visible.

Visual evaluation criteria defined by FHWA methodology: Visual quality = (Vividness + Intactness + Unity)/3. We utilized this visual quality ranking as equivalent to viewshed integrity. Ratings for each of the three are 1 through 7, one is very low, seven is very high, and four is average. Categories as defined by FHWA:

> Vividness: The memorability of the visual impression received from driver experience of character-defining features as they combine to form a striking and distinctive visual pattern. The following rankings and values were used for Intactness and Unity as well.
>
> *Very high (7)*
>
> *High (6)*
>
> *Moderately high (5)*
>
> *Average (4)*
>
> *Moderately low (3)*
>
> *Low (2)*
>
> *Very low (1)*
>
> Intactness: The integrity of visual order in the natural and built landscape, and the extent to which the landscape is free from visual encroachment.

right
2013 view from Fairfax Bridge, SR 165. Source: Artifacts Consulting, Inc.

> Unity: The degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or intercompatibility between landscape elements.

The following list of character-defining features for viewsheds is not exhaustive, but includes a listing of features a viewshed might have. Refer to chapter 4 road summaries for listings of character-defining features for each road. The type of road, development period, and any thematic associations influence the type of character-defining features a viewshed has. Refer to **"Chapter 3" on page 33** for further details.

> *Character-defining features include all of those for corridors (historic register listed properties, heritage barns, city main streets, historic districts, and cultural landscapes), as well as views of regional landscape identifiers experienced by drivers, such as Puget Sound, Mount Rainier, the Olympic Mountains, the Cascade Mountains, valleys, as well as listed scenic byways and county heritage corridors.*

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CHAPTER 3

historic context

previous page left
Washington Points of Interest and Touring Map. Source: Eugenia Woo.

previous page right
Ah, the joys of the outdoors! (Car stuck in deep mud.) Source: Washington State Archives.

this page
Conoco Travel Bureau Touraide Guide – cover image. Source: Conoco Tour.

The following historic theme and time period sections address the organizational structure of Washington State DOT, changes in road construction and design technology, and regional impacts due to road system expansion. These key historic themes and time periods facilitate the understanding of how individual roads fit into broader development patterns.

Timeline

The following timeline addresses key dates for state and federal legislation and state department and administration changes influencing road development and the approach to road system management and planning.

1853 Congress establishes Washington territory. The territorial government empowers counties to construct roads.

1857 the military road from Fort Steilacoom to Bellingham is surveyed.

1889 Washington achieves statehood.

1905 the legislature appoints the first state-wide road authority, a state highway board led by the state highway commissioner.

1907 Mount Rainier becomes the first national park to accommodate cars.

1911 the legislature passes the permanent highway act, which transfers much of the responsibility for road construction from the counties to the state and establishes a permanent highway fund with money from a general levy.

1916 congress passes the federal aid road act to provide financial assistance to the states for road construction.

1931 the onset of the great depression leads to numerous programs for the unemployed, with federal emergency highway funds available to help create jobs.

1937 a new highway numbering system replaces the original names with the designations "primary state highway" and secondary state highway," combined with numbers.

1944 a new federal aid highway act provides additional funding for highways, but imposes higher design standards.

1947 the legislature authorizes limited-access highways, which allow higher speeds and greater safety, but significantly alter the relationship between roads and their surroundings.

1956 the federal-aid highway act signed by president Dwight D. Eisenhower provides financing for the first elements of the interstate highway system.

1965 Interstate 5 opens between Seattle and Everett.

Themes

Themes provide an organizational framework to help understand how development and use of individual roads contribute to the area's broader contextual development. Underlying each of the following themes are the fundamental concepts of roadways:

Connecting trade centers and then outlying resources to these trade centers

Facilitating the movement of people within the study area

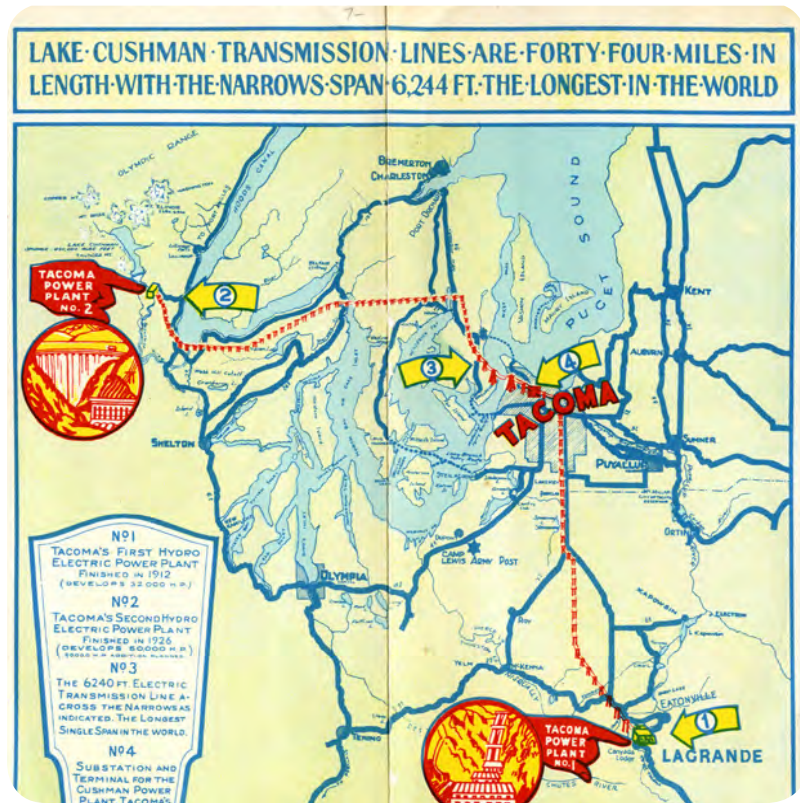
Staying along the lowlands, except where mining interests or overland travel prompted ascension into mountain passes

Themes listed below extend to 1980. This timeframe encompasses the standard 50-year NRHP cut off of 1963 (as of 2013) and the exceptional significance (Criterion G) cut off of 1978 (as of 2013). Character-defining features linking roads to these themes and road types associated with these themes are listed below.

Territorial Period from 1848 to 1888

Addresses military road development within the territory as establishing some of the early north/south and east/west connections. The main value in this is identifying corridors for interpretive and educational value as these roads have largely been extensively upgraded over time and many form parts of the interstate corridors.

These roads tend to be cultural road types following well established corridors. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), the following property types associated with the development or operation of the road: NRHP listed or eligible properties, heritage barns, state and local register listed properties, city main street, historic district (national, state, or local), and cultural landscape (designed parks, active farmland).



right
City of Tacoma, Department of Water and Light brochure.

Early Statehood from 1889 to 1910

Marks the establishment of Washington as a state and the new need for a state road authority. Creation of the State Highway Board in 1905 marked the state's first statewide road authority. This period is characterized by the start of State Roads where the state paid full cost of road development, and the State Aid Road, where the state paid partial cost with the county paying the rest.

These roads tend to be cultural road types following well established corridors. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, lane widths, shoulders, intersection types, surface paving, road geometry, drainage ditches, the following property types associated with the development or opera-

left
Post card view of Crestview Shopping Center, Brown's Point (SR 509). Source: Michael Sullivan.

right
Ca. 1950 post card showing the Summit Inn Ski Lodge at Snoqualmie Pass, off of current SR 906. Source: Washington State Historical Society.

tion of the road: NRHP listed or eligible properties, heritage barns, state and local register listed properties, city main streets, historic district (national, state, or local), and cultural landscape (designed parks, active farmland).

Beginnings of Highway Construction 1911 to 1920

This period, through the Permanent Highway Act of 1911, solidified the transfer of primary road construction from the counties to the state and established a fund for building hard-surfaced roads. During this time, the miles of primary and secondary highway miles across the state increased from 159 to 2976 from 1910 to 1920.

These roads tend to be cultural road types and early engineered and aesthetic road types. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, number of lanes, lane widths, shoulders, intersection types, surface paving, road geometry, drainage ditches, structural road bed, striping, road bed shoulders and slope, the following property types associated with the development or operation of the road: NRHP listed or eligible properties, heritage barns, state and local register listed properties, city main street, historic district (national, state, or local), and cultural landscape (designed parks, active farmland).

Intensive Early Highway Construction 1921 to 1930

Characterized by the popularity of the automobile and growth of middle class families following World War I. The Federal Highway Act of 1921 supported development of interstate system, based on the value of moving resources during WWI. By 1926 the state authorized 15 primary highways across the state.

These roads tend to be cultural road types and engineered and aesthetic road types. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, number of lanes, lane widths, shoulders, intersection types, surface paving, road geometry, drainage ditches, structural road bed, striping, road bed shoulders and slope, the following property types associated with the development or operation of the road: NRHP listed or eligible properties, heritage barns, state and local register listed properties, city main street, historic district (national, state, or local), and cultural landscape (designed parks, active farmland), and views of regional landscape identifiers experienced by drivers, such as Puget Sound, Mount Rainier, the Olympic Mountains, the Cascade Mountains.

left
1929 landscape image of Chinook Pass (SR 410) with switchbacks drawn on. Source: Washington State Archives.

right
1929 rock bluffs above roadway at Chinook Pass (SR 410). Source: Washington State Archives.

Depression Years 1931 to 1940

Characterized by the federal New Deal relief programs during the Great Depression, these years represent the largest development of highway miles. The state also raised the speed limit on highways to 50 mph in 1937.

These roads tend to be cultural road types and engineered and aesthetic road types. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, number of lanes, lane widths, shoulders, intersection types, surface paving, road geometry, drainage ditches, structural road bed, striping, road bed shoulders and slope. The following property types associated with the development or operation of the road: NRHP listed or eligible properties, heritage barns, state and local register listed properties, city main street, historic district (national, state, or local), and cultural landscape (designed parks, active farmland), and views of regional landscape identifiers experienced by drivers, such as Puget Sound, Mount Rainier, the Olympic Mountains, the Cascade Mountains.

War Years and Post War Planning (1941 to 1950)

Characterized by war-related planning and construction activities. As of 1941, all federal funds for other road projects were frozen. Construction focused around Seattle, Tacoma, Bremerton, and Vancouver at the military bases. The Defense of Highway Act of 1941 identified existing highways throughout the country as a strategic network of highways important to national defense.

These roads tend to be cultural and engineered road types. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, number of lanes, lane widths, shoulders, intersection types, surface paving, road geometry, drainage ditches, structural road bed, striping, road bed shoulders and slope. The following property types associated with the development or operation of the road: NRHP listed or eligible properties, heritage barns, state and local register listed properties, city main street, historic district (national, state, or local), and cultural landscape (designed parks, active farmland).

left
Stevens Pass Auto Camp to Scenic, Primary State Highway No. 15 (SR 2). Source: Biennial Report.

Beginnings of Interstate Systems 1951 to 1960

Characterized by response to rapid population growth, changing land use patterns, and increased automobile travel following World War II. This period also marks the Federal Aid Post-War Planning Program and planning for interstate systems to improve the logistical capacity of road systems as a national defense element.

These roads tend to be engineered road types. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, number of lanes, lane widths, shoulders, intersection types, surface paving, medians, road geometry, drainage ditches, structural road bed, striping, and road bed shoulders and slope. The following property types associated with the development or operation of the road: NRHP listed or eligible properties, state and local register listed properties, city main street, historic district (national, state, or local), and cultural landscape (designed parks, active farmland).

Interstate Highway System Construction 1961 to 1970

This marks the growth and development of the interstate highway system. The interstate systems were not included within the scope of this study; however, significant state road growth occurred during this period as well.

State roads built during this period tend to be engineered road types. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, number of lanes, lane widths, shoulders, intersection types, surface paving, medians, road geometry, drainage ditches, structural road bed, and striping.

Consolidation 1971 to 1980

This is characterized by DOT reorganization and response to impacts to communities from the extensive 1960s interstate development. Alternative transportation strategies, such as public transportation and HOV lanes began to gain prominence.

These roads tend to be engineered road types. Character-defining features linking roads to this theme can include but are not limited to: alignment (following topography), structural road bed, guardrails, retaining walls, number of lanes, lane widths, shoulders, intersection types, surface paving, medians, road geometry, drainage ditches, structural road bed, and striping.

Contemporary patterns from 1981 to 1990 focused on efforts to cope with and address traffic congestion through methods other than new construction. These were followed by a shift to planning and evaluation emphasis from 1991 to 2000 involving increased coordination with local jurisdictions on regional transportation planning and expanding on methods other than new construc-

left
1920 view of paved road to Enumclaw (SR 164) and a Studebaker. Photograph taken by Alvin H. Waite. Source: University of Washington.

right
1910 view of Griffin Avenue (SR 164), through Enumclaw. Source: University of Washington.

tion to manage population growth and transportation needs and to address congestion. Current efforts from 2001 to present are characterized by the need to address aging infrastructure ready for replacement or major upgrades.

3.1 SYSTEM

The following provides an overview of state road system development within the two RTPOs. The two key areas addressed are the development and organizational changes of the Washington State DOT and changes in road construction technology.

3.1.1 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

The Washington State Department of Transportation has developed over more than a century of efforts to best meet the transportation needs of a growing state. The territorial and state governments of the 19th century faced a virtually impassable region of deep forests, steep slopes and numerous streams and wetlands. The pace of change in the 20th century forced the state to build two highway systems in only a few decades. The first system accommodated the popularity of the automobile; the second met the needs of a growing post-World War II population spread out in suburbs and driving larger, more powerful vehicles. Today, the challenge is to plan for greater efficiency and varied modes of transportation to meet the needs of the state's continually growing population.

3.1.1.1 TERRITORIAL PERIOD (1848–1888)

The area north of the Columbia River that is now the State of Washington was initially administered as part of Oregon Territory, which was established by the U.S. Congress in 1848. Most early settlers arrived overland on the Oregon Trail. These travelers arrived at the Columbia River in the eastern part of the territory and went down the river to early settlements such as Oregon City, Fort Vancouver or the Willamette Valley. Travel north to Puget Sound by land was difficult, often requiring a hazardous trip down

The Permanent Highway Act of 1911 transferred the primary responsibility for road construction from the counties to the state.

right
Washington Motorist magazine cover - September 1928. Source: Washington State Historical Society.

the Columbia to the ocean, a voyage up the coast to the Strait of Juan de Fuca, then down Puget Sound to Steilacoom or Olympia. Only the most determined were likely to make the trip.

In 1853 Congress divided the Oregon Territory, establishing Washington Territory and putting its capital at Olympia. One of the new legislature's first challenges was transportation planning. Western Washington's rough topography, including dense woods and many streams, made land travel difficult and people moved primarily via waterways, with most settlements on the shores of Puget Sound or along navigable rivers. Over time, foot and horseback trails and later, rough wagon roads, connected the settlements. Among these was Byrd's Mill Road from Fort Steilacoom to the Puyallup Valley, the only Washington road designated by the Oregon Territorial government, in 1852.[1]

The first functional roads in the territory were developed by the U.S. Army. Two were particularly important for the Puget Sound area: The Fort Vancouver to Fort Steilacoom (1857–61) route provided the first passable wagon road from the Columbia River to Puget Sound and the road from Fort Steilacoom to Fort Bellingham, completed (to some extent) in 1861, was the first passable road to the Seattle vicinity.[2]

The Territorial Legislature responded to the transportation challenge by "creating" 10 territorial roads, most of which were near the largest communities, Olympia and Steilacoom. The roads were more theoretical than actual, as the legislation did not appropriate funds for them, leaving the actual planning and construction to the counties.[3] Over the next five decades each county planned and constructed roads to meet its own needs with little consideration for regional or statewide connections.

1 Walt Crowley, Kit Oldham, and The HistoryLink Staff, *Moving Washington Timeline: The First Century of the Washington State Department of Transportation, 1905-2005* (Olympia, Washington: Washington State Department of Transportation, 2005), 11.

2 Paul Dorpat and Genevieve McCoy, *Building Washington* (Seattle WA: Tartu Publications, 1998), 66-67.

3 Dorpat and McCoy, *Building Washington*, 64.

top
1926 view of Snohomish River bridge (SR 2). Source: Washington State Archives.

Territorial laws specified the process counties were to use for siting and building roads. A resident would present the Board of County Commissioners with a petition signed by at least 12 local "householders" who wanted a specific road. The commissioners then appointed three disinterested people as "viewers" to mark the route and evaluate its feasibility. If at least two of the viewers supported the road, the county was obliged by state law to see that it was built.

Community labor served as the primary means of road construction and maintenance. All males (except ministers and the infirm) were expected to spend three days a year working on roads. Men who preferred to spend their time otherwise could pay a fee to the county instead of contributing their labor. For road maintenance, each county was divided into districts and appointed road supervisors to oversee workers and ensure properly maintained roads. In 1857 the Legislature took the first step toward a more formal road construction program by authorizing counties to assess a per capita road tax rather than relying on individual labor. It also authorized property and poll taxes for the same purpose, as well as the issuance of bonds approved by voters.[4] However, funding remained a county responsibility and the Legislature did not authorize territorial taxes nor appropriate any territorial funds for road construction.

3.1.1.2 EARLY STATEHOOD (1889–1910)

In 1905 the Legislature established Washington's first statewide road authority, the 14th state to do so. The State Highway Board consisted of the State Highway Commissioner (a newly created post), , the State Auditor, and the State Treasurer.[5] This was a forward-looking action, as Washington had fewer than 100 automobiles registered and only 1,082 miles of road, nearly 90 percent of which was unpaved. The legislation was largely a result of pressure from business leaders and early automobile owners who formed the Washington Good Roads Association to promote a statewide approach to road building. The Legislature also designated 12 high-priority roads and appropriated $100,000 for construction. At its first meeting, the Highway Board approved these roads and work began on most within two years.[6]

4 Dorpat and McCoy, 64.

5 State of Washington Department of Highways, *First Biennial Report*: 1.

6 *First Biennial Report*.

right
1930 Western Washington fair card, Puyallup, near current SR 161. Source: Washington State Historical Society.

The counties resisted what they perceived as state interference in road construction. In 1907, in order to make counties agreeable to a more centralized road system, the Legislature agreed to pay the majority of costs. Two categories of roads were authorized: State Roads, for which the state would pay the entire construction cost, and State Aid Roads, for which costs would be split between the state and the counties. An appropriation of $219,000 was made for construction.[7]

One project in particular took a high priority: a cross-state road to allow goods and people to easily reach Puget Sound, the population center of the region, from agricultural central Washington.

The Cascade Wagon Road was one of the favored routes to accomplish this, first authorized by the state in 1893 to provide access to the then-thriving Cascade mines and the cattle ranches of the Okanogan. The first road was completed in 1897, but was poorly engineered and built and soon washed out. Another attempt was made in 1907–1909, but it fell out of favor. It was not until the popularity of the automobile surged in the 1920–30s that interest in this road sparked again. The State identified a new route, to become SR 20, through Washington Pass in 1932 and work on it finally resumed in 1959; it opened more than a decade later, in 1972.[8]

3.1.1.3 BEGINNINGS OF HIGHWAY CONSTRUCTION (1911–1920)

The Permanent Highway Act of 1911 transferred the primary responsibility for road construction from the counties to the state. The act also established a fund for the construction of "permanent" (hard-surfaced) highways by authorizing the state to

7 *Twenty-Second Biennial Report*, 1.

8 Dorpat and McCoy, 72-73.

left
Ca. 1938 view of Alder Dam, Pierce County, from current SR 7. Washington State Archives.

levy a property tax for road purposes. Counties continued to be responsible for construction, but the state would pay the full cost for roads approved by the State Highway Commissioner. To gain approval, roads had to begin at a trade center and meet specific standards regarding surfacing, width and maximum grade. The Legislature, however, continued to appropriate additional funds for other roads requested by their constituents, somewhat subverting the objective of an organized highway system.[9]

The 1911 act also changed the membership of the highway board to the Governor, the state Auditor, the State Treasurer, the State Highway Commissioner, and a member of the Public Service Commission. During this decade, five district officers were established, representing Seattle, Vancouver, Spokane, Walla Walla and Olympia.[10]

The Good Roads Movement throughout the country had also been lobbying the U.S. Congress and, in 1916, the federal government, for the first time, provided highway funding. The Federal Aid Road Act (the Good Roads Act) provided matching funds for state road construction in rural areas, which would encourage a nationwide system of highways and improve the economy by making it easier for mail to be delivered to rural areas and for farmers to take goods to market.[11]

In 1913 the Legislature appropriated $2 million for road construction and approved the Good Roads Association proposal for three major highways to connect the state's major cities. Two of these were in western Washington, the north-south Pacific Highway and the Sunset Highway, the state's primary east-west corridor (known today as Interstate 90).[12]

Between 1910 and 1920 the number of primary and secondary highway miles in the state increased from 159 to 2,976, 1,945 of which were improved. The improved roads were concentrated in the more populous counties.

3.1.1.4 INTENSIVE EARLY HIGHWAY CONSTRUCTION (1921–1930)

The popularity of the automobile in the 1920s–30s transformed the state's transportation system. Even middle-class families eagerly took advantage of its convenience and opportunity for freer travel. At the beginning of the decade, Washington had 186,827 licensed vehicles, and the need for safe and durable highways was critical. To meet this need, the state needed an organization with centralized decision making capacity, funding, and statewide oversight.

In 1921 the Legislature reorganized the state's transportation administration by establishing a State Department of Highways with a State Highway Committee to set policy. This committee re-

9 Dorpat and McCoy, 78.

10 *History of Roads and Highways*, 25, 28.

11 Dorpat and McCoy, 81.

12 Dorpat and McCoy, 83.

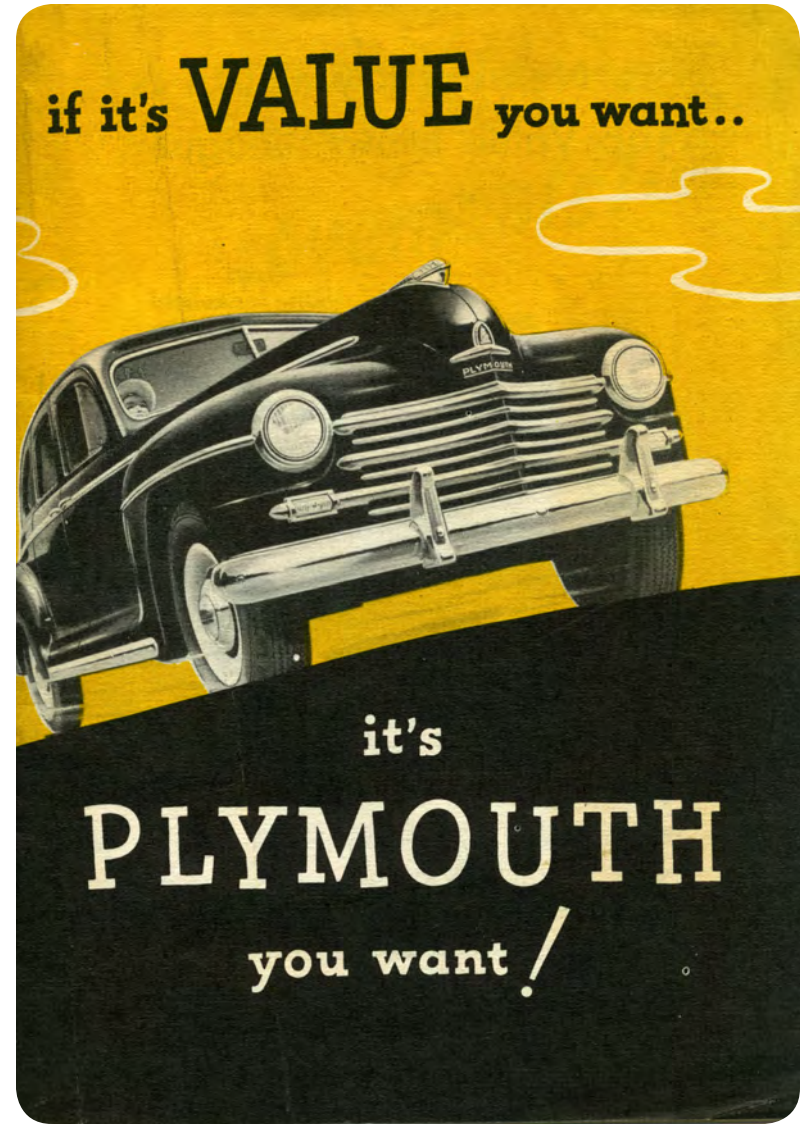
placed the State Highway Board and included the Governor, along with the State Auditor and State Treasurer.

The Legislature also established a Department of Public Works, which included a Division of Highways, to oversee highway construction. Shortly afterward, in 1923, this responsibility was transferred to the Department of Highways, under the State Highway Engineer. Local oversight was improved by reorganizing the regional offices in 1925, which were each headed by a District Engineer.

In 1921 the Legislature established an excise tax of one cent per gallon of gasoline for road construction and maintenance. This move to relying directly on the road user rather than on the general tax base and special levies was a significant milestone in the evolution of transportation funding. The property tax authorized in 1911 was repealed in 1923 and the gasoline tax was increased to two cents in 1925, later three cents, and then five cents in 1927. It raised significant sums of money as travel increased—more than $12 million dollars in 1923–24. Auto license fees and driver license fees were also levied.

The Federal Highway Act of 1921 strengthened the emphasis on providing funding to roads that would become part of an interstate system rather than to isolated roads.[13] The logistical difficulties encountered during World War I in moving supplies, equipment and personnel quickly around the nation led to passing of the Act. This growth of arterial road systems became pronounced in King, Kitsap, Island, and Pierce counties, each having a high concentration of military bases.

Improvements included upgrading roads with asphalt, plank, gravel, crushed rock, concrete and various other paving materials in use at the time. In 1921 the Division of Highways opened a State Highways Testing Laboratory to determine which paving materials would be most suitable and durable for the state's road conditions and weather.



right
1947 Plymouth automobile brochure - cover. Source: Washington State Historical Society.

13 Dorpat and McCoy, 81.

By 1926 15 Primary Highways had been authorized, designated by both names and numbers.14 Primary Highways shown in bold below occur within the study area.

1. Pacific Highway (SR 99)
2. Sunset Highway
3. Inland Empire Highway
4. Tonasket-San Poll Highway
5. National Park Highway
6. Pend Oreille Highway
7. North Central Highway
8. North Bank Highway
9. Olympic Highway
10. Chelan-Okanagan Highway

14 Dorpat and McCoy, 85.

11. Central Washington Highway
12. Ocean Beach Highway
13. Willapa-Grays Harbor Highway
14. Navy Yard Highway
15. Inland Empire Eastern Route

The Pacific Highway (known today as SR 99) was the first of the Primary State highways to be opened, with the last stretch of concrete paving completed in 1923. It ran through nine counties, much of it on established county roads.[15]

15 Ibid, 83.

left
Ca. 1950 view of Snoqualmie Falls and buildings, by Ellis. Image courtesy of Washington State Historical Society (2011.78.24).

right
March 18, 1964, view of South Renton interchange (SR 167)looking north. Source: Washington State Department of Transportation.

left
March 18, 1964, view of by-pass route, Alaskan Way Viaduct (SR 99). Source: Washington State Department of Transportation.

3.1.1.5 THE DEPRESSION YEARS (1931–1940)

During the Depression, transportation funding focused on jobs and economic relief as much as on infrastructure construction and maintenance. The state gas tax was increased to five cents per gallon in 1931, but many people who had been prosperous could no longer afford to own a car or to drive as much, so gas tax revenue decreased. In 1933, the Legislature, for the first time, authorized bonded debt for road construction by approving $10 million in emergency relief funds.

Soon afterwards, New Deal relief programs dramatically increased federal involvement in infrastructure construction, with federal funds becoming available for urban segments of primary roads, in addition to funding roads that would serve a national purpose.

In 1937 the Legislature approved a new highway code that included raising the speed limit on highways to 50 mph, as well as a Toll Bridge Authority.

Because of Federal relief projects, the 1930s saw the completion of a large number of significant highway projects. The following list highlights some of the major construction achievements of this decade; those shown in bold reside within the study area.

The Olympic Loop Highway, 1931

The Aurora/George Washington Memorial Bridge (SR 99), 1932

The Deception Pass and Canoe Pass bridges (SR 20) on Whidbey Island, 1935

The first Lake Washington Floating Bridge/Lacey V. Murrow Floating Bridge (SR 10, now I-90), 1940

The Tacoma Narrows Bridge (SR 16), 1940 (collapsed four months later)

3.1.1.6 THE WAR YEARS AND POST-WAR PLANNING (1941–1950)

When war was declared in 1941, during World War II, all federal funds that had been provided to the state for road projects were frozen, to be reallocated to higher priority projects and focused primarily on what was needed for the war effort. The shortage of construction materials meant that work had to be strictly prioritized, and builders often used substitute or salvaged materials.[16]

16 *Nineteenth Biennial Report*, 11-13.

Rationing of gasoline and tires reduced gas tax revenue during the war, but federal funding was available for defense-related projects. For example, the Federal Highway Act of 1940 funded improvements to railroad-highway grade crossings and the Defense Highway Act of 1941 addressed construction of access roads to military bases and defense plants. Most of the state's construction activity focused on Seattle, Tacoma, Bremerton, and Vancouver because of the number and size of defense facilities in those areas.[17]

The Federal Aid Post-War Planning Program, to develop and expand road systems as a strategic defense resource, is probably the most important long-term. The necessity of efficiently moving troops, workers, arms, raw materials and food products to manufacturing areas and ports overwhelmed the highways and railroads even before the declaration of war. The Defense Highway Act of 1941 identified existing highways throughout the country as a Strategic Network of highways that were important to the national defense. Funds were allocated not only for improving these roads, but for planning and preliminary engineering for the expansion of the system after the war.[18] The Federal Aid Highway Act of 1944 appropriated funds for this highway system to connect major cities. Washington received $15 million for 1946–47, with $3 million set aside for urban segments of the primary highways.[19]

In 1944 voters approved Amendment 18 to the state constitution, limiting all transportation-related tax revenues to highway uses. This was probably the result of the numerous efforts during the Depression to reallocate gas tax revenues to other needs such as education.

right
August 4, 1968, view of Oyster Bay to Chico (SR 3). Source: Washington State Department of Transportation.

After the war, the department was well prepared to return to construction activities and to plan for the future. A planning division was created in 1948, including both the Statewide Highway Planning Survey and Long-Range Planning sections, "in order to establish a broad integrated program of transportation which will provide for future needs of every phase of our economic and social life.[20] The 1947 Legislature passed two measures reflecting future needs: One authorized limited-access highways and the other established an Aeronautics Commission to regulate airports.

Two major construction projects were also completed, the rebuilt Tacoma Narrows Bridge (SR 16, 1950) and the Agate Pass Bridge in Kitsap County (SR 305, 1950). There was a renewed emphasis on roadside improvements and landscaping; federal funds covered landscape projects and efforts were also made to work with garden clubs and other local groups to landscape along highway and at entries to towns. The department also acquired better maintenance equipment that had been developed during and after

17 *Twenty-First Biennial Report,* 22.

18 Ibid, 23.

19 Dorpat and McCoy: 89.

20 *Twenty-Second Biennial Report,* 49.

right
1965 view of Scatter Creek Bridge (SR 410) washed out from Boise Creek Flood. Image taken by Ken Johnson, courtesy of Enumclaw Heritage collection. Source: Washington State Library.

the war; particularly useful were brush cutters capable of doing the work of 25 men.[21]

3.1.1.7 BEGINNINGS OF THE INTERSTATE SYSTEM (1951–1960)

After World War II, the state, and especially the Puget Sound area, experienced rapid population growth and changing land use patterns that increased automobile travel. It became clear that the only way to address the problems of congested metropolitan areas was to build a new system of highways—known as urban expressways. These new facilities were expected to relieve traffic congestion, keep businesses in cities, and save motorists time and money. This new scale of development, however, came at great cost. A freeway through a city typically required right-of-way 200–300 feet wide, with a much greater area needed for ramps and interchanges. According to 1955 estimates, an expressway through downtown Seattle would cost $10 million per mile. Only a toll road could raise that amount of money. The Legislature approved the construction of toll roads, but state Supreme Court ruled the legislation unconstitutional.[22]

In 1951 the Legislature once again reorganized the department, establishing a five-member State Highway Commission to oversee the Department of Highways. The same year, the State Toll Bridge Authority established the Washington State Ferries by taking over the financially failing Black Ball Line, a privately operated ferry line. It was seen as a relatively short-term project, as bridges were expected to replace most of the ferry lines.

In 1953 the state adopted an ambitious comprehensive highway plan. Key recommendations included:

A tolled "superhighway" between Everett and Tacoma

Up to three bridges across Puget Sound

A second Lake Washington floating bridge

Completion of the widening of SR 99 to four lanes

Roadway widening over Snoqualmie Pass[23]

The goal of the National System of Interstate and Defense Highways Act of 1956 was to implement the system of interstate highways that had been discussed for nearly two decades. It was to connect all cities with a population greater than 50,000 with a system of safe, limited-access highways. The work would be 90 percent financed by the federal government, making tolls unnecessary. To raise the money, the federal gas tax was increased from two to four cents per gallon. Washington was allocated $750 million to begin construction of 740 miles of interstate highway in the state. The highest priority was given to the 66 miles between Everett and Tacoma that had originally been intended to be a toll road.[24] This act and succeeding legislation provided funding for more than 46,000 miles of highways throughout the country. The State of Washington ultimately built seven interstate highways, ranging from I-5 (276 miles) to I-705 in Tacoma (1.5 miles).

21 *Twenty-Second Biennial Report*, 22, 37.
22 Dorpat and McCoy, 92.
23 Dorpat and McCoy, 91.
24 Ibid, 92.

The federal legislation included minimum design standards aimed to improve road safety and accommodate traffic levels for the next 20 years. Typical highways of the 1920s–30s consisted of two lanes with narrow pavement and shoulders. They could not safely accommodate the larger vehicles and higher speeds of the post-war world. Increasing roadside development multiplied the hazard, with vehicles now turning onto and off of the roadway. Given these problems, the state allowed limited-access highways in 1951. Limited-access refers to highways that allowed for less slowing of traffic flow by having fewer intersections and points where automobiles could drive onto the road. However, adjoining property owners objected vociferously and the courts agreed that access could be limited only on new highways, not existing ones. In order to modernize Pacific Highway (then designated as SR 99), the state's most heavily used highway, new right of way had to be acquired. This process slowed the modernization process considerably, but the resulting highway saved considerable travel time between Everett and Portland. State engineers also began planning an entirely new route connecting Everett, Seattle and Tacoma.[25] Another prioritized route in western Washington was the Sunset Highway over Snoqualmie Pass (designated as U.S. 10).

Major construction projects of the 1950s:

The White Pass Highway (SR 12), 1951

Alaskan Way Viaduct (SR 99) between Battery and Dearborn streets, 1953

The first segment of Interstate 5 in Tacoma, 1960

The Steamboat Slough Bridge (SR 529), Everett

The Snohomish River Bridge (SR 522), Everett

right
1936 Chevrolet Motor Company brochure – town sedan. Source: Washington State Historical Society.

3.1.1.8 INTERSTATE HIGHWAY SYSTEM CONSTRUCTION (1961 - 1970)

The 1960s were devoted largely to constructing the interstate highways. The 1967 Legislature increased the gas tax specifically to relieve urban congestion and also requested a statewide traffic study in order to predict future needs and identify revenue sources. To meet the greater need for planning and large-scale construction the department was reorganized into seven major divisions, based on a management study completed in 1965: construction, maintenance, management services, administration, toll facilities, highway development, and planning, research and materials.

The 1960s saw the completion of additional bridges and the major interstate highway projects in the Puget Sound area:

The Hood Canal Floating Bridge (SR 104), 1961

The Evergreen Point Floating Bridge (SR 520), 1963.

Interstate 5 (Everett to Seattle), 1965

25 Ibid, 90.

left
Circa 1930 image of a Sno-Go snow plow. Source: Washington State Archives

Interstate 5 reversible lanes, started in 1965 and completed in 1969

Interstate 405 (Renton to Tukwila), 1965

The Highway Advertising Control Act was passed in 1961 helping to maintain the scenic and visual qualities of corridors by limiting sign type, frequency, and placement. The state receives a bonus in highway funding from the federal government when outdoor signage is maintained to federal standards.

Two pieces of legislation passed in 1970, the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA), intended to transform the department's approach to planning and construction. Local residents sued the department under NEPA in regards to the potential environmental impacts of Interstate 90 from Seattle across Mercer Island. Construction was halted for nearly a decade.

3.1.1.9 CONSOLIDATION (1971– 1980)

The year 1977 marked a major reorganization of the state's transportation planning and construction. The Legislature established the State Transportation Commission and State Transportation Department (WSDOT), which consolidated most of the state's transportation agencies, including the Department of Highways, the Toll Bridge Authority, the Aeronautics Commission, and the Canal Commission, as well as some transportation functions of other agencies. This new department was able to look at transportation more comprehensively rather than focusing only on highway construction. The seven-member commission of appointed citizens had the responsibility of appointing the Secretary of Transportation; one of the Commission's first acts was to increase the gas tax from nine cents per gallon to 11 cents.[26]

The intensive highway development of the 1960s demonstrated the negative consequences such construction could have on communities. Seattle-area residents protested freeway expansion, forcing the cancellation of two major routes, one through the east side of Seattle (the R.H. Thomson expressway) and the Bay Freeway, west from Interstate 5 on Mercer Street.

As both highway congestion and population increased, public transit grew in importance as a transportation mode, both locally and nationally. The National Mass Transportation Act, passed by Congress in 1974, provided federal aid to transit operating costs for the first time. It also reduced the speed limit on interstate highways to 55 mph. In Washington, the 1975 legislature authorized local governments to create Public Transportation Benefit Areas which allowed multi-jurisdictional agencies to be formed to finance and build transit systems. The department had created a

26 Crowley, Oldham ,et al, 88.

public transportation division in 1977 to assist in planning and coordination for public transit.

In 1973, the department designated the state's first high-occupancy vehicle (HOV) lanes to encourage carpooling and major freeway segments were widened to accommodate these lanes. It also began installing noise barriers along some stretches of freeway.

Also in 1973, the North Cascades Highway, a route that had first been authorized by the state in 1893, opened, providing access through one of the country's most scenic mountain passes. One of the original objectives, to provide access to the mines in the Cascades, was no longer relevant by this time. The pass is still closed by snow each winter.

A severe winter storm in 1979 caused the west half of the Hood Canal Floating Bridge to sink.

3.1.1.10 BEYOND CONSTRUCTION (1981–1990)

Two important pieces of legislation from the 1990 Legislature shaped future transportation planning. The High Capacity Transportation Act authorized Regional Transit System Plans, encouraging mass transit. The Growth Management Act mandated comprehensive planning for much of the state, tying together land use and transportation planning.

WSDOT began to look seriously at methods of addressing traffic congestion and transportation needs other than new construction. One example was installing meters at on-ramps to regulate traffic flow, which were added on certain freeway segments in 1981.

In 1984 the gas tax was increased from 12 cents per gallon to 18 cents.

left
A circa 1920 image of a road prior to grading. Source: Biennial Report, 1921-1922.

right
A circa 1920 image of the road (pictured in the image on the left) after grading. Source: Biennial Report, 1921-1922.

Bridges were the major construction projects of the 1980s:

The replacement Hood Canal Floating Bridge, 1982

The third Lake Washington Floating Bridge, 1989

The first Lake Washington bridge, the Lacey V. Murrow Floating Bridge sank while under reconstruction in 1990. The rebuilt bridge opened in 1993.

3.1.1.11 PLANNING AND EVALUATION (1991–2000)

In 1992, WSDOT worked with local jurisdictions and transit agencies to establish a bus/rail transit system and to bring commuter rail to the state. This resulted in the creation of a new agency, Sound Transit. The following year, the department adopted a six-year rail program to improve passenger rail service.

left
Image from 1956 Biennial Report.

The basic materials of modern road construction are asphalt, concrete, & aggregate

In 1994, the Transportation Commission adopted 20-year State Transportation Systems Plan looking at the future of the full range of state-owned transportation facilities including highways, ferries and airports. In 1996 the Commission adopted a more comprehensive 20-year Transportation Plan, the first one to integrate all forms of surface transportation throughout the state. In 2000 a state Blue Ribbon Commission on Transportation identified a $50 billion backlog in transportation needs and proposed reforms and new funding strategies.

In 1991 the gas tax was increased from 18 cents to 21 cents per gallon and in 1998 and 1999 voters passed two measures to limit another major revenue source, the Motor Vehicle Excise Tax (MVET), that would reallocate transportation funds and to authorize $1.9 billion in bonds for transportation projects. Although the MVET limit was voided, the Legislature retained the lower amount, significantly impacting the transportation budget.

On the federal level, new legislation, the Intermodal Surface Transportation Efficiency Act (1991), broadened federal transportation planning and funding, further encouraging intermodal approaches. Washington received $150 million to be spent over six years.

The major construction milestone of the decade was the 1992 completion of Interstate 90 across Mercer Island into Seattle. This was the last segment of I-90 between Seattle and Boston to be completed. Construction had been halted in 1970 due to legal appeals.

Another construction achievement was the opening in 1997 of the innovative cable-stayed bridge over the Thea Foss Waterway in Tacoma (SR 509).

3.1.1.12 REBUILDING (2001–2010)

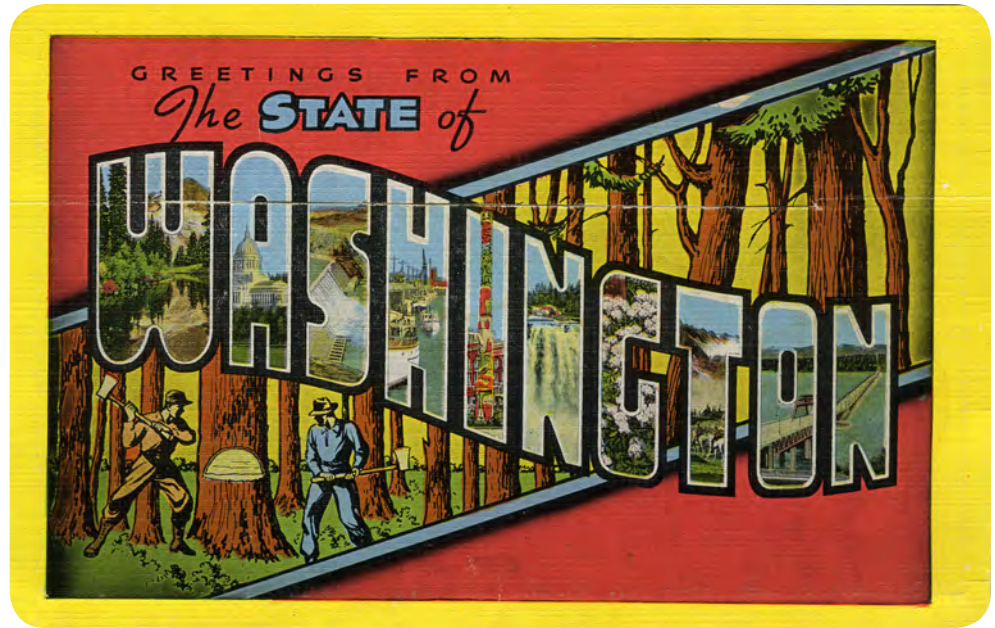
By the beginning of the 21st century, the major priority was the need to replace or upgrade aging infrastructure from the mid-20th century. The Nisqually earthquake in 2001 damaged the aging Alaskan Way Viaduct (SR 99) and the Evergreen Point Floating Bridge (SR 520). The challenge was to rebuild these to meet future needs in a manner that was both environmentally and fiscally sound.

In 2002 voters rejected a transportation plan and gas tax increase and approved an initiative to cap MVET surcharges. However, the next year, a five cent-per-gallon gas tax increase went into effect to fund $4.2 billion in high priority projects.

In 2005, the Legislature adopted the Transportation Partnership Investment Fund, a revenue measure sought by a combination of business, labor and environmental leaders. The Legislature also made an important change in WSDOT's organization by giving the governor, not the Transportation Commission, the authority to appoint the Secretary of Transportation. The

Commission remained in place and retained its other responsibilities.[27]

The major completed transportation project of the decade was the second Tacoma Narrows Bridge (SR 16), which opened in 2007. It was the state's first major project to be built by a public/private partnership, and is partially funded by tolls.



right
"Greetings from the State of Washington." Source: Michael Sullivan.

3.1.2 TECHNOLOGY

3.1.2.1 EARLY WASHINGTON ROAD DEVELOPMENT

Many 19th century roads were little more than trails roughly cleared of trees and brush and graded to a relatively flat, although rocky, surface. Travelers could expect to encounter muddy quagmires, stumps and boulders as well as the puncheon or corduroy roads, comprised of closely spaced logs, that spanned swampy areas. Some town streets were paved with bricks, stones, cobblestones, wood blocks or planks, which required frequent maintenance or replacement. All of the options made for a rough, slippery, and hazardous ride. Little thought was given to engineering or durability. The vital Snoqualmie Pass wagon road (the beginnings of Interstate 90), opened in 1868, was so poorly engineered and built that it became impassable due to washouts and fallen trees almost as soon as it was completed.[28]

In the early 20th century, the popularity of automobiles made road conditions and durability more critical, and the period of transition from horse-drawn vehicles to engine-driven, rubber-tired automobiles presented particular challenges.[29] The Permanent Highway Act of 1911 established the first state road standards: a minimum graded width of 16 feet, with at least 12 feet of pavement; a grade of less than five percent, in most cases; and, most importantly, a hard surface such as macadam, stone, gravel or another durable material.[30] Washington counties immediately began experimenting to find paving materials that would meet their needs most cost effectively.

By 1910, various types of asphalt pavements were common throughout the United States. Macadam was one of the most popular early surfaces, consisting of a layer of small angular stones laid on a base of larger stones and compacted with a steamroller. Adding a coal-based bituminous material as a binder created a

27 Crowley, Oldham, et al, 118-119.

28 Dorpat and McCoy, 71-72.

29 Washington State Department of Highways, *Forty Years with the Washington Department of Highways*, 4.

30 Dorpat and McCoy, 78.

left
Steam shovel at Station 1425 (SR 2), March 1, 1915. Source: Washington State Department of Transportation.

smoother surface.[31] King County also used a patented material called Warrenite, which had a bituminous surface laid on a base of concrete or crushed rock. The county used brick laid on a sand cushion over a concrete base, some examples of which still remain outside of Bothell.

The advantages of concrete as a paving material came once rubber-tired automobiles became more numerous over horse-drawn or iron-wheeled vehicles. In 1912, Lewis County laid a three-mile section of concrete highway near Centralia, the second in the country. With six inch-thick concrete and expansion joints every 50 feet, the highway was completed for $1.30 a square yard. Lincoln and Franklin counties in Eastern Washington also laid concrete roads at this time and several years later, following passage of the Federal Aid Road Act of 1916, the state's first federal appropriation was used for 3.5 miles of concrete paving on the Pacific Highway east of Olympia.[32]

3.1.2.2 MATERIALS

The basic materials of modern road construction are ***asphalt***, ***concrete***, and ***aggregate***. Because of the initial costs, required maintenance and life expectancies, concrete and asphalt rival each other in popularity as paving materials. Some former state roads (Stanwood and Bothell) were paved with brick, these tended to occur in urban locations on secondary roads where the speed of travel was lower than on major arterials.

Aggregate is loose, particulate mineral material of various sizes of sand, gravel and crushed stone. These are mixed with binding materials such as asphalt or Portland cement to form compound materials such as concrete.

Asphalt is a dark brown to black material composed of bitumen, a hydrocarbon substance that is found in nature or as a byproduct of petroleum processing. It used to make asphalt concrete, which is composed of five percent asphalt/bitumen cement and 95 percent aggregate.

Because asphalt paving is flexible and expands freely, it needs no expansion joints. However, the quality of the sub-grade material is very important because much of the load is transferred to it. The material must be heated for installation and the finished surface must be rolled (compacted) but it is ready to use within 24 hours. Asphalt has a life expectancy of five to 10 years and requires frequent maintenance, especially in high traffic areas or

31 Crowley, et al, 29.

32 Dorpat and McCoy, 80-81.

used by heavy vehicles. It is also commonly used for parking lots, pathways, bicycle paths, driveways and other low-traffic facilities.

Concrete generally consists of Portland cement combined with aggregate and water. Portland cement is a powder consisting of burned limestone, fly ash, clay, and gypsum. Correct proportions of limestone and other additives in the cement powder, as well as the appropriate mixture of cement, water, and aggregate are critical to the strength and durability of a concrete structure or pavement.

Concrete is more expensive, but can last 30 years or more and requires less maintenance. Concrete is a rigid material that requires expansion joints to accommodate the swelling and shrinkage of the material in various weather conditions. It also has to cure for up to 14 days after pouring. Because of its strength, concrete tends to be used for roadways with high traffic volumes and heavy truck traffic. Approximately 60 percent of the interstate highway system is concrete, especially in urban areas.[33]

right
Building state's first concrete road - possibly portion of SR 507 in Lewis County. June 19, 1912. Source: Washington State Department of Transportation.

3.1.2.3 ENGINEERING AND ROAD DESIGN

The relatively slow speeds and short stopping distances of horse-drawn vehicles meant that tight unbanked curves and reduced visibility were less important than for automobiles, whose greater size and weight caused more road wear. Their ability to reach greater speeds required more gradual road curves and longer sight distances for oncoming traffic.[34]

A roadway includes the entire right-of-way between abutting properties and has several parts:

a paved road with travel lanes (each typically 10 to 12 feet wide)

a shoulder on each side (typically 10 to 12 feet wide, with pavement, gravel or turf)

a median strip separating the directions of travel (on larger highways)

a drainage ditch on each side (or curb and gutter in more urban areas)[35]

33 "Types of Pavements." *AboutCivil.Org*. www.aboutcivil.org/types-of-pavements.html.

34 Maxwell G. Lay, *Handbook of Road Technology*, (London and New York: Gordon and Breach, 2009), 7.

35 "Typical Cross Section." *AboutCivil.Org*. www.aboutcivil.org/typical-cross-section-of-highways.html.

right
Deception Pass (SR 20) post card, aerial view looking south-east. Source: Michael Sullivan.

The road itself has several components, most of which are not visible.[36]

> *The top layer is the wearing surface, the visible pavement that is in contact with tires and experiences abrasion. This is the strongest material, usually concrete or asphalt, with the highest load-bearing capacity.*
>
> *The base course, underneath the top layer, helps distribute the traffic load and provide drainage. It may consist of soil particles of various sizes, crushed stone, gravel, macadam or asphalt-treated mineral aggregates.*
>
> *A subbase, layered beneath the base course, of sandy gravel or clay provides drainage and structural support for the upper layers.*
>
> *A foundation of compacted soil.*[37,38]

3.2 SETTING

The specific materials, proportions, and thickness of each layer depend on the requirements of the specific road, which includes the anticipated traffic volume, the type of vehicles expected to use the road (trucks and buses cause greater wear); the average traffic speed; and the climate. [39]

State highways developed over time to connect people and places--farms with towns and railroads, small towns with larger cities, country roads with interstate highways, tourists with natural wonders. The highways have significantly shaped the landscape they cross, whether they are fields, mountain passes, towns or suburbs. The following provides an overview of development in the region by county and major city within each county. Population growth and World War I and II infrastructure expansions contributed to the development of a wide network of state roads through the five county project area. Ease of access and the speed of travel pushed growth out through the lowlands of Western Washington along the shores of the Puget Sound.

36 "Pavement Structure." *Pavement Interactive.* July 23, 2008. www.pavementinteractive.org/article/structural-designpavement-structure/.

37 "Typical Road Structure Cross Section." *AboutCivil.Org*. http://www.aboutcivil.org/road-structure-cross-section.html.

38 Harold N. Atkins, P.E., *Highway Materials, Soils and Concrete* (Upper Saddle River, New Jersey: Prentice-Hall, 1997) 171-179.

39 Ibid.

3.2.1 ISLAND COUNTY

Island County was one of Washington's first counties, established by the territorial government on January 6, 1853. It was vast, extending from the middle of Admiralty Inlet east to the crest of the Cascade Mountains and from King County north to the Canadian border. Today, it consists of two non-contiguous islands: Whidbey Island, which is nearly 60 miles long and 167 square miles; and Camano Island to the east, about 40 square miles. To travel between them, it is necessary to go through Skagit County and across the Deception Pass Bridge or via the ferry that connects Whidbey Island with Snohomish County.

Whidbey Island was one of the first areas of Puget Sound to be settled, as it was easily accessible by water and had fertile land for farming, timber for shipping and coves with good moorage. By 1855, much of the central part of the island was ringed with land claims. An early wagon road along the general corridor of SR 20 between mile post 20, and continuing up along the SR 20 corridor past mile post 31 was established by 1856, with a second road connecting down to Admiralty Head. Logging and agriculture were the original economic base, both the shipping of raw timber and produce and related industries such as fruit drying, ship building and lumber mills. Steamboats were the county's lifeline, taking produce and lumber to be sold and providing basic transportation among island communities and to Seattle, Everett, Port Townsend and the rest of the Sound.

This began to change in 1912 when an auto ferry to Anacortes began, with a run to Camano Island added soon afterwards. By the 1920s, ferries at the south end connected Langley and Clinton to the Everett area. For the increasing number of people with automobiles, the ferries allowed greater flexibility than the steamboats. Those shipping produce found it more convenient to load it onto a truck rather than onto a boat.

The county completed its first long road circa 1926, extending from Langley to Deception Pass. Because of the island's shape and topography, the route was often winding and indirect, but it connected, for the first time, the island's major communities of Langley, Freeland, Coupeville and Oak Harbor. The 10 mile road segment between mile posts 17 and 27, along what is today SR 20, retains the most intact road and corridor features.

The Deception Pass Bridge, a joint state/Works Progress Administration/Civilian Conservation Corps project, opened in 1935, allowing people to travel easily by automobile to Seattle and elsewhere without relying on boat schedules. Trucks could carry freight on and off the island without the bother of waiting for the right tide and loading and unloading the boats. This unprecedented convenience eventually brought the end of the steamboats that had woven Puget Sound communities together for more than thirty years. The importance of the bridge was enhanced by the construction of a naval air station in Oak Harbor during World War II. The island's population base moved to the north, and a large commercial center grew up to serve the residents.

In the post-war era, easy automobile transportation meant that people could live on Whidbey Island and work elsewhere. A ferry continued to run from Clinton, near the south end of the island, to the Everett area. This convenience also increased tourism tremendously. While Whidbey's scenic attractions had been actively promoted for many years, it was the affluence and mobility of the post-war years that changed the island.

Today Whidbey Island is anchored by Ebey's Landing National Historical Reserve encompassing the core section of the island, including Coupeville. The major cities north and south along and influenced by the state road are Clinton and Oak Harbor

right
1933 Coupeville Indian water festival booklet. Source: Washington State Historical Society.

3.2.1.1 COUPEVILLE

The island's major early settlement, Coupeville, developed on Penn Cove, the inland side of the island, in the 1850s-60s. It grew into the island's commercial center and by the 1880s the waterfront bustled with several businesses, a wharf, a hotel and a Masonic lodge. In 1881 the county seat was moved to Coupeville from Coveland, bringing a new courthouse and numerous related businesses. In 1900 the U.S. Army established Fort Casey at Admiralty Head three miles south of Coupeville. The fort increased the importance of the crossroads called Prairie Center, where the road to Fort Casey crossed the island's main road, Terry Road. In 1901, a new school was built in this vicinity, well away from the center of Coupeville. A high school was added next door in 1913, and several businesses developed to take provide goods and services to the fort and farmers. In 1910, nearly fifty years after initial settlement and thirty years after becoming the county seat, Coupeville citizens voted to incorporate as a town, with 300 people.

In the 1920s, the island's primary road took a circuitous route through Coupeville area, going into town on Main Street and making a 90 degree turn on Coveland Street to wind along the shoreline on Madrona Way to Oak Harbor. The state realigned Madrona Way and Race Street in 1939 to make the road safer, but it was still a slow roundabout route. In 1967, the state Department of Highways expanded SR 20 along the west side of Coupeville, bisecting the historic expanse of farmland on Ebey's Prairie. Whidbey General Hospital was built at Main Street and SR 20 in 1971 and extensive development of medical offices and other commercial structures followed. It became, in effect, a new commercial district, directly serving the entire island. Over time, the town's commercial center near the waterfront changed dramatically, with Front Street evolving from the place to go for groceries and everyday goods to, largely, a tourist destination with gift shops and restaurants.

The completion of the expanded highway in 1967 provided easy access throughout the island and to the ferry running from Clinton to the Everett area. As the county seat, Coupeville has seen the effects of the growth throughout Island County with expanded county offices and schools. Whidbey General Hospital and its neighboring medical office buildings have made Coupeville the island's medical center. All of these changes have had a profound effect on the town of Coupeville.

left
Ca. 1920 view of Highway to Mt. Rainier between Auburn and Enumclaw (SR 164). Photographer: Asahel Curtis. Source: University of Washington.

3.2.1.2 CLINTON

Clinton, the island community closest to Everett and Seattle, began with a dock, a hotel and a post office in 1883. Logging and the farming of berries and vegetables were the backbone of the economy. Like other island settlements, it was connected to Puget Sound communities by steamers. In 1919 an auto ferry began running between Clinton and Mukilteo. When Washington State Ferries replaced the private operators in 1951, Clinton retained the terminus and provides the most convenient access to the Everett-Seattle area. There is also ferry service from Whidbey Island to Port Townsend.

3.2.1.3 OAK HARBOR

Well into the 20th century, Whidbey Island north of Coupeville was mostly farmland. In the 1850s, several families filed land claims and built homesteads around the major natural feature, Crescent Harbor. A trading post was soon established, saving settlers from making the long trip to Olympia for supplies. By 1859 the area, known as Oak Harbor for the numerous Garry Oaks, had enough residents to open a school with 20 students. Water transportation was the most practical and there was more communication with Port Townsend and Camano Island than with Coupeville. Settlement increased dramatically when the Northern Pacific Railroad reached Puget Sound in the 1880s, followed by the Great Northern's service to Seattle in 1893. Most notable for Oak Harbor was the arrival in 1895 of 18 Dutch settlers from Holland, Michigan. Within two years, they grew to a community of 200 with farms and orchards, many in the area known as Clover Valley north of Oak harbor. By this time, Oak Harbor had daily steamer service to Seattle, Everett and Whidbey Island ports. In 1915, the town incorporated, with 401 residents.

In 1915 ferry service began from Oak Harbor to Utsalady on Camano Island. Ca. 1916 the island's first major connecting road extended 38 miles from Oak Harbor to Langley. The road went through the center of Coupeville, crossed the fields and along Crescent Harbor through Oak Harbor before proceeding to Deception Pass where a new ferry carried vehicles across to Fidalgo Island where they could continue on to Mount Vernon and the Pacific Highway.

right
"Greetings from Seattle" post card. Source: Eugenia Woo.

At the end of the 1930s, Oak Harbor remained a quiet agricultural community of about 40 people, However, in 1941, the U. S. Navy, fearing war with Japan, purchased land on Crescent Harbor as a refueling base for Catalina flying boats, to be used as anti-submarine and patrol planes. By the end of the year the Navy had also purchased the flat farmland of Clover Valley, north of town, for a new airfield. Oak Harbor was immediately transformed into a construction site as the airbase and seaplane base were built. The area's population tripled in six years.

After World War II, the Navy facilities were considered surplus but in 1949 operations began to move from Naval Air Station Sand Point in Seattle where expansion was impossible. The base was expanded with a new runway in 1952 and has remained busy through the decades since then. In 2012, Oak Harbor had grown to a population of 22,075.

3.2.2 KING COUNTY

King County, in central Puget Sound, was one of the first four counties north of the Columbia River, created by the Oregon Territorial Legislature in December 1852. From the beginning, Seattle was the county seat and largest city. The county covers a vast area of 2307 square miles, extending from Puget Sound on the west to the crest of the Cascade Mountains. It is the state's largest by population, with 1,931,249 people (2010). There are 39 incorporated cities and towns and numerous unincorporated communities. Seattle is the largest by a wide margin, with 634,535 people. Other cities include Bellevue (122, 363), Kent (92,411), Renton (90,927) and Redmond (54,144).

The major cities along and influenced by state roads are Seattle, East King County, Kirkland, Auburn, and Renton.

3.2.2.1 SEATTLE

King County, and Seattle, were first settled by the Collins Party, who arrived in the Duwamish Valley in September 1851. Soon afterwards, in November, the Denny Party landed on Alki Point in West Seattle. The following spring, most of them moved to the area now known as Pioneer Square, where they began to build a city. Initially, the primary activity was logging, as the first sawmill was built in 1852 and was followed by many more. The city flourished by establishing itself as the trading center of the region with a central location, a deepwater port and large wharves. Entrepreneurs built their own rail lines for short trip until the Great Northern finally provided a transcontinental rail connection in

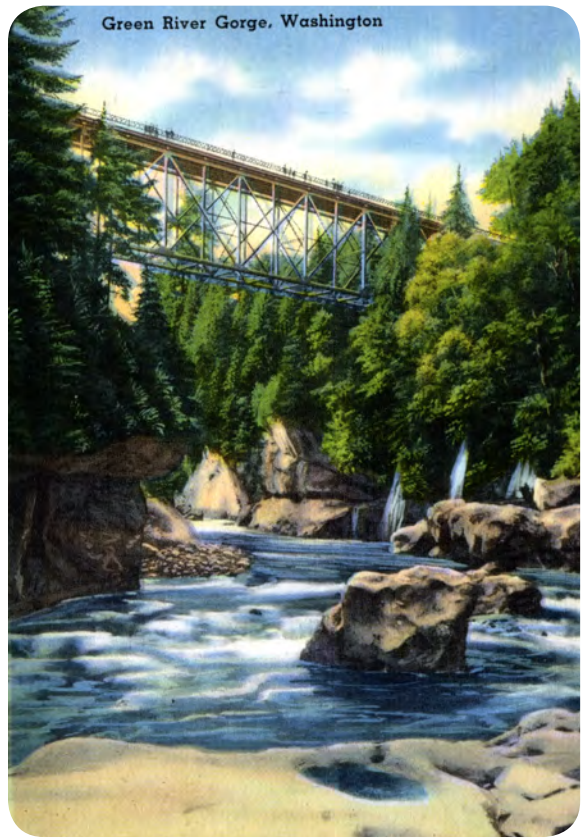
1893. The burning of the business distract and the wharves in June 1889 was turned to a benefit as city leaders chose to build a more permanent city with brick buildings and improved water and sewer systems. Although the Panic of 1893 slowed development, it was a temporary setback. With the discovery of gold in the Klondike in 1896, the city promoted itself as the place for prospectors to come to spend some time and buy the required supplies. The economic prosperity of the gold rush propelled the city into a period of self-improvement that lasted until World War I.

Transportation was initially been by water, with steamers connecting Puget Sound communities. In the late nineteenth century, streetcars and interurban helped build neighborhoods. By the teens automobiles and roads became increasingly important. Seattle's first major highway was SR 99, the county's primary north-south route, which, in the 1920s, extended from the Canadian border to the Mexican border. In Seattle, the route was a roundabout one on city streets until the completion of the Alaskan Way Viaduct in the 1950s. However, north and south of the city, SR 99 encouraged a new type of development. Taverns catered to those escaping city regulations, while motels and restaurants served long-distance travelers. This gave highways a distinctive and recognizable character even within cities. In the 1960s I- 5 replaced SR 99 as the major north-south route, and much of the original route disappeared and the distinctive character has generally been obliterated.

3.2.2.2 EAST KING COUNTY

The portion of King County east of Lake Washington was a rich agricultural area surrounding the Sammamish and Snoqualmie rivers. Historically, farms would ship produce and dairy products down the river to the lake and on to Seattle for sale. Logging and sawmills were also important, as in most of Puget Sound. The cities of Woodinville and Redmond are on the Sammamish River, connected by SR 202. Bothell is on Lake Washington at the mouth of the river. It sits at the junction of SR 522, which goes south to Seattle, and SR 527, which was once the major route north to Everett. The construction of the Evergreen Point Floating Bridge and I-405 along the east side of Lake Washington in the 1960s made these cities a relatively easy commute to Seattle and Everett and they became suburbs rather than farm communities. Bellevue, a small farm settlement before the war, became a bedroom community and commercial center and in the 1950s-60s, with the completion of the bridges over Lake Washington. It has now become an employment center and a sizeable city of 122,363 (2010). Redmond has also become an employment center, with a population of 54,144 (2010).

left
1962 view of Primary State Highway 1 (SR 99) at Midway, looking south. Intersection with secondary state highways 5A and 1K. Source: Washington State Archives



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Post card view of Green River Gorge (SR 169). Source: Eugenia Woo.

Farther east, Carnation, Duvall, Fall City and Snoqualmie are on the Snoqualmie River, connected by SR 203. Segments of this road's corridor follow a similar route of a pre 1873 trail along the river from Snoqualmie Falls. While the trail closely follows the river, early roads were built more towards the sides and middle of the valley away from flooding. This is evident north of mile post 8 to mile post 13 where the road hugs the base of the bluff.

While many residents work in Bellevue, Redmond or Seattle, these towns have remained relatively small and retain much of their historic feeling and rural setting.

3.2.2.3 KIRKLAND

Kirkland, located on Lake Washington, is unique because it had an early, although short-lived, industrial base. It was first settled by farmers in 1871, but in 1888 Peter Kirk arrived with the dream of building a steel town, the "Pittsburgh of the West." Kirk and his partners, platted the town, built several brick buildings and elegant houses, a brickworks and small steel mill. Financial problems forced the mill to close soon after opening, and the Panic of 1893 dealt it the final blow. However, Kirkland continued to grow. It became the transportation hub of the East Side with the ferry to Madison Park in Seattle, which ran until after World War II. SR 908 connected the ferry dock toward the east to Redmond and still forms Kirkland's main street (Central Way). Smaller plants, including a woolen mill, started and, after the Ballard Locks opened in 1917, a shipyard opened. This played an important role during World War II. Hundreds of workers arrived to work in the shipyard, requiring the rapid construction of several large housing projects in the small town. After the war, development moved south closer to Bellevue but the completion of the Evergreen Point Bridge (SR 520) in 1963 increased residential development near Kirkland. In recent years it has become an employment center, with the offices of numerous software and other high technology firms.[40]

3.2.2.4 AUBURN

The southern portion of King County was historically a rich agricultural area of the valleys of the Duwamish/Green/White river system. The cities of Tukwila, Auburn, Enumclaw and Kent, along with numerous smaller communities, were centers for farming and the production and shipping of related products such as frozen foods and condensed milk.

Auburn is located 20 miles south of Seattle near the original confluence of the Green and White rivers. Farmers settled in the area in the 1850s, and the town began to develop as farming com-

40 *HistoryLink.org Online Encyclopedia of Washington State History*, "Kirkland-Thumbnail History," File #7905, http://www.historylink.org/.

munity in the 1860s. Hops was the first major crop, until an infestation of hop lice destroyed the crop in 1891. Farmers turned to dairy farming and row crops; the area was particularly known for its lettuce and potatoes. The Seattle-Tacoma Interurban line provided a convenient way for farmers to ship their produce and mild to Seattle for sale. The Northern Pacific Railroad also served the town, leading to the construction of larger plants such as the Borden condensed milk plant and the Northern clay Company.

Roads also played an important role in local trade. SR 167, first established by 1913 as a section of the Pacific Highway,[41] connected Auburn to the other agricultural towns of Renton, Kent and Puyallup (Pierce County). The construction of Howard Hanson Dam in 1962 prevented the severe flooding that had hampered development. Removal of this threat encouraged the construction of industrial plants, warehouses, shopping centers and residential subdivisions. In 1963 Boeing built a plant in Auburn and within a decade much of the farmland had been covered over. SR 167 is a now multiple lane highway allowing people to commute to Seattle and Tacoma.[42]

3.2.2.5 RENTON

In the late nineteenth century and early twentieth century, coal mining was an important activity in southeastern King County and was the economic basis for the early days of Renton, Black Diamond, Issaquah and Newcastle.

left
1928 toad construction in Poulsbo, possibly current SR 305. Source: Washington State Archives.

Renton is located at the south end of Lake Washington where the Cedar River flows into the lake. The first settlers arrived in 1853 and discovered a coal seam the following year. The town was platted in 1875 and named for Captain William Renton, founder of the Renton coal Company. Numerous other mines spread throughout the area and into the Cascade foothills to the east. Renton's location on the lake and its rail access allowed it to become the shipping hub for the industry. It was also a center for shipment of produce and agricultural products, lumber, and other products of the numerous small industries in the White River Valley. By the early twentieth century, coal mining decreased in importance, but Renton's location meant that it retained its central role. During World War II, Boeing built an airplane plant, which remains in production today.

Renton has retained its transportation advantage. It is near the junction of the two major freeways, I-5 and I-405, leading north to Seattle and Bellevue. SR 169, which begins at Enumclaw and

41 Washington State Legislature, 1913 Session Laws, Chapter 65, Section 2 [b], 221.

42 *HistoryLink.org Online Encyclopedia of Washington State History*"Auburn-Thumbnail History," File #675, http://www.historylink.org/..

goes through Black Diamond, becomes SR 900, which continues east to I-90 at Issaquah and I-90. SR 167 and SR 181 go to the south, continuing to connect Renton with the former agricultural towns of Kent and Auburn.

right
Oyster Bay to Chico (SR 3), August 4, 1968. Source: Washington State Department of Transportation.

3.2.3 KITSAP COUNTY

Kitsap County, located on the west side of Puget Sound across from Seattle, consists of a complex collection of peninsulas and inlets, bordered on the east by Hood Canal and on the west by Bainbridge Island. Several major state highways and four ferry routes tie the communities together and connect with the rest of the Puget Sound region.

Kitsap County was briefly part of King County and later of Jefferson County. The Territorial Legislature approved the new county in 1857, with the county seat at Port Madison on Bainbridge Island. However, when the mill closed the county seat was moved, in 1893, to Sidney (later renamed Port Orchard), where it remains today. In the 2010 census, Kitsap County had a population of 251,133. It has five incorporated cities: Bremerton (37,729); Bainbridge Island (23,025); Port Orchard (11,144) and Poulsbo (9,200). Two unincorporated areas, Silverdale and Kingston, also have significant populations.

The county's history since Euro-American settlement began has been defined by two factors: its wealth of timber resources and its sheltered harbors. Its modern history has been largely shaped by the military, particularly the U. S. Navy. Early settlements formed around lumber mills: Port Gamble (1853); Port Orchard (1854); Port Madison (1853); and Blakely Harbor (1864). They prospered selling timber to California's Gold Rush communities. Shipbuilding also developed as a significant industry, taking further advantage of the timber resources.

In 1891, the U. S. War Department established Navy Yard Puget Sound on Sinclair Inlet, selected for its deep sheltered harbor. As defense needs and technology advanced, other facilities were developed around the county. In 1914, a torpedo testing facility was built at Keyport, at the mouth of Liberty Bay across from Poulsbo. As activities in the Pacific increased, in 1938, a refueling station was established at Manchester. A few years later, the Navy acquired property at Bangor north of Bremerton on Hood Canal for an ammunition depot. In 1973, Bangor was selected as a home port for Trident submarines carrying ballistic missiles. These facilities remain open today and are consolidated as Naval Base Kitsap.

The major cities along and influenced by state roads are Bremerton, Port Orchard, Silverdale, Kingston, and Bainbridge Island.

3.2.3.1 BREMERTON

The city of Bremerton was founded in 1891, primarily to support the newly established naval shipyard, and the city and the Navy have always been closely entwined. Early businesses included numerous saloons, gambling parlors and rooming houses catering to sailors and shipyard workers. Shipyard employment and the town's population both fluctuated with the federal defense budget. There were fewer than 1,000 jobs in 1909, rising to 4,000 in 1917 and 6,500 by the end of World War I in 1918. The city's population nearly tripled, with enough commercial activity to maintain the economy during the 1920s.

The Depression years brought considerable activity, including the construction of the Manette Bridge, which opened in 1930. This bridge, part of SR 303, connected Bremerton with the growing community of East Bremerton (formerly known as Manette) across Port Washington Narrows. Ship construction increased as the country prepared for a potential war in the Pacific and by 1940 the population exceeded 15,000. During the war years, the shipyard (billed as the "Home to the Pacific Fleet") had as many as 32,000 employees, with more than 80,000 city residents. The dramatic increase in population required rapid construction of housing projects and other facilities such as schools, hospitals, and recreation facilities.

Just as the workforce and population had increased rapidly, they declined just as quickly after the war, with the population declining to 27,678 in 1950 and growing slowly to 37,729 in 2010. Population growth continued in the surrounding area, however, and the Manette Bridge was no longer adequate. In 1958, the four-lane Warren Avenue Bridge was built a half mile east, and SR 303 was re-routed to that span; this encouraged development farther north. The Manette Bridge itself was replaced in 2010.

With the development of the Trident submarine base in Bangor, major businesses deserted downtown Bremerton for suburban Silverdale. In 1969, the county's major north-south route, SR 3, was redirected to bypass downtown Bremerton. The downtown continued to stagnate until 2004, when major efforts by both government and private developers led to the opening of a new city hall and federal building, a conference center, hotel and waterfront park. Access improvements to enhance traffic flow around the ferry terminal and on local streets have been an important part of these renewal efforts. The Seattle-Bremerton ferry route, part of SR 304, terminates in downtown Bremerton, adjacent to the shipyard.

3.2.3.2 PORT ORCHARD

This community across Sinclair Inlet from Bremerton began with a mill established by Captain William Renton in 1854. The town was platted in 1886 by Frederick Stevens, who named it for his father, Sidney. It grew with the lumber mill, two pottery companies and a wharf from which steamers connected it to other Puget Sound towns. After incorporating in 1890, it helped to secure its future by lobbying actively for the construction of the naval shipyard across Sinclair Inlet. It became the county seat in 1893 and, shortly afterward changed its name to Port Orchard.

The town center grew up along the waterfront. Its main street, Bay Street (SR 160/SR 166), was part of the Navy Yard Highway, established by the state when the shipyard opened. The road connects Port Orchard with the Southworth Ferry Terminal (to Vashon Island and West Seattle) and to SR 16/SR 3, the freeway that skirts Sinclair Inlet to Bremerton. A Kitsap Transit foot ferry connects the town wharf with the Bremerton ferry terminal and the shipyard.

3.2.3.3 SILVERDALE

The establishment of a Trident submarine base at Bangor in 1973 began a significant shift in development to the small community of Silverdale, located at the head of Dyes Inlet, 12 miles north of Bremerton. The base opened in 1977 and has been expanded considerably since then. SR 3 was expanded into a freeway to accommodate the base's needs. This encouraged further development, as did the opening of a large shopping mall in Silverdale in 1985. The unincorporated community's population now approaches 20,000, and the base continues to expand.

3.2.3.4 KINGSTON

Kingston, an unincorporated area, is the western terminus of the ferry from Edmonds. The ferry route is part of SR 104, connecting Kitsap, Jefferson and Snohomish counties. The ferry terminal is at Kingston, a community of 3,000. The route continues to Jefferson County via the Hood Canal Bridge, one of the longest floating bridges in the world. North of the bridge is Port Gamble, a mill town settled in 1853. The mill closed in 1995 and the community, off the main highway, now has fewer than 1,000 residents.

3.2.3.5 BAINBRIDGE ISLAND

This 10-mile long island is on the west side of Puget Sound, between Seattle and Bremerton. With plentiful timber and deep harbors, it was one of the first areas of Puget Sound to be settled, with large timber mills at Port Madison (1853) and Blakely Harbor (1864). Another major industry was Hall Brothers Shipyard, which was founded in Port Blakeley and moved to Eagle Harbor in 1902. Until World War II, farming, particularly strawberries, was an important segment of the local economy. The war brought a significant population increase because of the proximity to defense jobs, but Japanese internment significantly affected local agriculture and the community as a whole. The shipyard closed in 1957.

Highway and ferry development have significantly affected the island, allowing it to become a largely a suburb of Seattle rather than a farming community. Until 1950 the only access was by boat, and numerous small communities were served by the Mosquito Fleet steamers. The main route was from Port Blakely to Seattle; the terminal moved to Winslow on Eagle Harbor in 1937. Cars began arriving in 1923 and soon the ferries carried cars, providing easy access to Seattle. In 1950 the Agate Pass Bridge opened at the north end of the island, providing access to the growing Kitsap suburbs and, in the 1970s, the population center of Silverdale near the Navy base at Bangor. The island incorporated as city in 1990, and changed its name from Winslow to the City of Bainbridge Island in 1991.

3.2.4 PIERCE COUNTY

Pierce County, on the southeast shore of Puget Sound, encompasses 1,806 square miles, extending from the shores of Commencement Bay to the Cascade Range, including Mount Rainier. It was created by the Oregon Territorial Legislature in 1852. The county encompasses the site of the earliest white settlement on Puget Sound (Fort Nisqually, 1833), a deepwater port, historic agricultural and mining towns, one of the nation's largest military bases, and numerous suburbs. The Puyallup and White rivers drain the area, providing fertile agricultural land.

The county population in 2010 was 795,225, with its largest city being Tacoma (198,397). Other major cities include Lakewood (58,163), University Place (31,144), Puyallup (37,022), Parkland

(35,803) and Bonney Lake (17, 374). Joint Base Lewis-McChord has more than 25,000 military personnel and civilian employees.

The major cities along and influenced by state roads are Tacoma, Puyallup, and Gig Harbor.

3.2.4.1 TACOMA

Tacoma is Washington's third largest city, with a population of 198,397 (2010). Like most large cities of the era, its fortunes were determined by its sea and rail connections and its primary location on Commencement Bay at the delta of the Puyallup River. The site was first settled permanently in 1868 by Morton McCarver, who immediately began campaigning to attract more settlers and the Northern Pacific Railroad. His efforts succeeded, and the railroad chose the settlement at its western terminus in 1873, bypassing Seattle. It was only a short line, and the transcontinental line followed in 1887. The port developed rapidly with shipments of lumber, coal and wheat. After 1904, other railroads (the Great Northern, the Union Pacific and the Milwaukee Road) added transcontinental links. World War I brought an industrial boom to meet the demand for lumber and ships. More importantly, the U.S. Army built Camp Lewis on 70,000 acres at the outskirts. This facility helped to sustain the region during the Depression, as the camp expanded and the adjacent airport was turned to military use (McChord Field). The defense build-up before and during World War II again meant that the military facilities, the shipyards, the lumber mills and other industries were operating at maximum capacity, drawing workers from all over the country. Following the war, however, many new residents settled outside the city, leaving downtown to stagnate. After varied urban renewal attempts, several significant projects succeeded in revitalizing the city: a new U.S. Courthouse attached to the historic Union Station, a University of Washington campus in historic warehouses, several new museums and a convention center and hotel. In the 1960s, the completion of I-5 provided a faster connection to Seattle, Portland and other West Coast cities, replacing SR 99 as the primary north-south corridor. Freeways were later constructed to connect I-5 with downtown (I-705) and the Tacoma Narrows Bridge (SR 16).[43]

right
Aerial view of Tacoma and Mt. Rainier post card. Source: Michael Sullivan.

3.2.4.2 PUYALLUP

Puyallup is a agricultural town located on the Puyallup River at the junction of SR 161/167 and SR 410. SR 161/167 connects Pierce County's rich agricultural valleys with the historically important agricultural towns of Renton, Kent and Auburn in King

43 *HistoryLink.org Online Encyclopedia of Washington State History*, "Tacoma-Thumbnail History," File #5055, http://www.historylink.org/.

right
Post card view of the Western Washington Fair, Puyallup. Source: Michael Sullivan.

County. Puyallup was settled in the 1860s and platted by Ezra Meeker in 1877. It soon became the hub of the Puyallup River Valley with more than 100 hop growers along with drying kilns and brokerages to sell the hops to brewers in the United States and Europe. An infestation of hop lice destroyed the crop in 1891, leading farmers to turn, very successfully, to berries, flowers and row crops. Berries and flower bulbs, particularly daffodils, proved to be the most lucrative crops. One method of promotion was the "Valley Fair," which began in 1900 and evolved into the annual Washington State Fair, one of the largest in the country. Growth slowed in Depression, and the agricultural industry was severely affected by Japanese internment during World War II, as many of the farmers were Japanese. In the decades after the war, industrial warehouses, shopping centers and housing projects encroached onto the farmland. The widening of SR 167 to the north and SR 161/512 to the southwest has facilitated access to I-5, and the city gradually became a suburb rather than an agricultural town. In 2010 it had a population of 30,022.[44]

Despite the suburban development, much of the central part of Pierce County remains rural. Southeast of Puyallup, SR 162 connects Orting, South Prairie and Buckley, as well as even smaller communities of Broomfield, Crocker, Alderton, and McMillin. SR 165 runs along the Carbon River to the northwest entrance to Mount Rainier National Park, connecting Carbonado, Wilkeson, and Burnett, all of which recall the county's mining history. These towns are some distance from freeways and have remained small, sitting along rural highways that serve as their main street their connection to surrounding communities.

3.2.4.3 GIG HARBOR

Gig Harbor is on the Key Peninsula west of Tacoma, and accessed by the Tacoma Narrows Bridge (SR 16). The town was settled in 1867, and thrived with an economy based on fishing, boat building and lumber. It was connected to Tacoma and other communities by the Mosquito Fleet steamers, some of which were built in and sailed from Gig Harbor. Many fishing vessels were also built in the local shipyards. In 1918 a ferry began running seven times daily directly from the Gig Harbor dock to Point Defiance and Vashon Island. As early as 1915, what is now SR 16 connected Gig Harbor toward the north, to Port Orchard and, later, to Bremerton. In 1940 a connection to Tacoma was made with the Tacoma Narrows Bridge, which famously collapsed only four months later.

44 *HistoryLink.org Online Encyclopedia of Washington State History*, "Puyallup-Thumbnail History," File #8447, http://www.historylink.org/.

It was not replaced until 1950, ushering in a period of intensive development as developers sought to meet the post-war demand for housing. In 1954, the road was re-routed around the west edge of Gig Harbor instead of through the center. Increased traffic led to the construction of a parallel bridge in 2007 and the SR 16 freeway extends through Tacoma to I-5. The ease of access has led to considerable growth, as the town incorporated in 1946 with a population of 800, and now has 7,126 people (2010).[45]

3.2.5 SNOHOMISH COUNTY

Snohomish County, north of King County, encompasses 2,196 square miles, extending from Port Gardner Bay on Puget Sound to the Cascade Mountains. The eastern half is forested, while the interior is fertile farmland along the Snohomish and Stillaguamish river systems.

The county was created from Island County in 1861 by the Washington Territorial Legislature. The City of Snohomish, located inland on the Snohomish River, was the county seat from 1861 until it was moved to Everett in 1897. The county has a population of 733,036 (2010), with 20 incorporated cities and towns. The largest of these is Everett (103, 019), followed by Marysville (60,020) and two cities at the southwest corner near King County, Edmonds (39,709) and Lynnwood (35,836). Numerous smaller communities recall the early twentieth century economy that relied on agriculture, logging, mining, and the Northern Pacific (later Burlington Northern) Railway. South Snohomish County was transformed in the decades after World War II by the construction of numerous subdivisions. The construction of I-5 in the 1960s made commuting to Seattle easier, and developers found that land in Snohomish County was less expensive than in Seattle.

left
1935, "Trees so wide, you can drive through them!" (Arlington vicinity). Source: Washington State Historical Society.

The major cities along and influenced by state roads are Everett, Snohomish, Arlington, Monroe, and Edmonds.

3.2.5.1 EVERETT

Everett is Snohomish County's major city and one whose fortunes have historically been shaped more by the railroad and its port than by its highway connections. The first settlers on Port Gardner Bay arrived in the 1860s, generally focused on cutting the plentiful timber and shipping it to mills throughout the sound. Several shingle and lumber mills opened in the 1880s, beginning its development as a center for lumber production. The Everett town site was platted in 1891, anticipating the arrival of the Great Northern Railroad. The town's industries grew rapidly, with lumber mills, a paper mill and a smelter. However, the Panic of 1893 was a severe setback, as the East Coast financiers withdrew their money. By the end of the century, financing had returned and the

45 *HistoryLink.org Online Encyclopedia of Washington State History*, "Gig Harbor-Thumbnail History," File #10271, http://www.historylink.org/.

right
1962 view of main highway (SR 2) entering Monroe from the east. Source: Washington State Archives.

industrial waterfront expanded with numerous sawmills, shingle mills, foundries, machine shops and other business. In the 1920s an estimated 130 mills flourished. The resource-based economy suffered during the Depression, but New Deal programs provided jobs and new facilities including a library, an auditorium and an airport. Industry, particularly shipbuilding, increased during World War II, and the airport, Paine Field, was converted to military use.

Following World War II, the sawmills and most of the other local industries declined precipitously. In 1967, the Boeing Company acquired land near Paine Field to construct a new plant for an innovative new plane, the 747. The plant has continued to expand, and led to significant commercial, light industrial and residential development in southwest Everett and Mukilteo. A new freeway, SR 526, was constructed to connect to I-5.46 At its west end, the road connects with SR 525, which leads to the Mukilteo-Clinton ferry terminal connecting Snohomish County with Whidbey Island.

In 1987 the U.S. Navy began construction of a new home port on the Everett waterfront, which opened in 1994. The Navy gradually moved virtually all of its activities on the west side of Puget Sound (other than those on Whidbey Island) to this base, leading to the development of extensive off-base housing in Everett and surrounding cities.[47,48]

3.2.5.2 SNOHOMISH

Snohomish is a former agricultural town located on the Snohomish River. It is one of the county's oldest towns, established in 1861, and served as the county seat from 1861 until 1897. Its early economy, like most of the county, was based on logging, with the first sawmill opening in 1876. Since it was at the junction of the rich Snohomish River Valley and the navigable river, it also became a center for shipping and processing agricultural products. The main street through its historic downtown is SR 9, the north-south spine of central Snohomish County that parallels the Northern Pacific (later the Burlington Northern) Route connecting the agricultural towns and small communities such as Clearview with King and Skagit counties. Despite the highway's presence much of the area is still rural, with scattered suburban development. Lake Stevens, located north of Snohomish on SR 9,

46 "History of Boeing and the Everett site," *Boeing*, (accessed May 22, 2013) www.boeing.com.

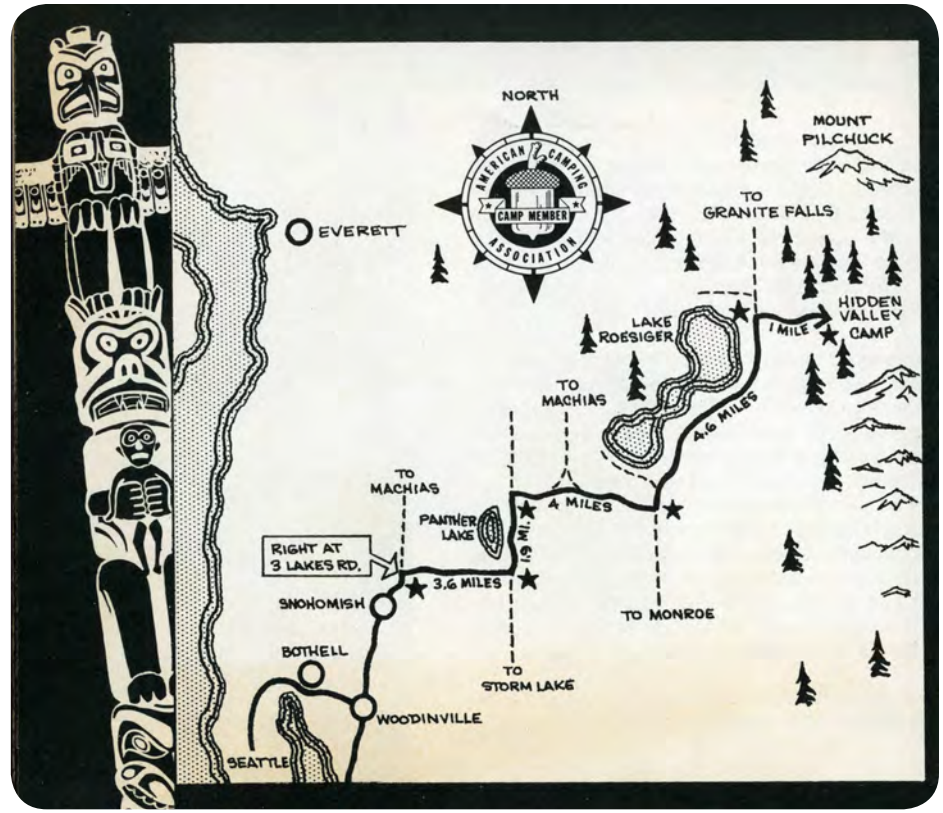
47 *HistoryLink.org Online Encyclopedia of Washington State History*, "Snohomish County-Thumbnail History," File #7877.http://www.historylink.org/.

48 *HistoryLink.org Online Encyclopedia of Washington State History*, "Everett-Thumbnail History," File #7397, http://www.historylink.org/.

has experienced heavy suburban growth, with a population nearing 30,000.[49]

3.2.5.3 ARLINGTON

Arlington is another example of a former agricultural town, sited where SR 9 crosses the Stillaguamish River. With convenient access to SR 9 and I-5 (opened in 1969), it has experienced significant growth as an increasing number of people commute to jobs in Everett. The 2010 census showed a population of 17,926. The city was settled in 1890 as two adjoining cities, Arlington and Haller City, which joined incorporated as a single town in 1903. The riverside location proved to be a good one. The Northern Pacific Railroad reached the town in 1890, and the "Twin Cities" soon had shingle and lumber mills, numerous stores and services, banks, churches, hotels and a public school. It became an important center for agriculture, dairy farming and shingle mills.[50]



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1951 map of Snohomish County. Source: Washington State Historical Society.

3.2.5.4 MONROE

Monroe is located on the Skykomish River at the junction of two important highways, SR 522 and SR 2 (Stevens Pass Highway). This has greatly influenced its development, both historically and in recent years. The town was established in 1861 but began to grow with the coming of the Great Northern Railway in 1890. Trade increased and numerous sawmills and shingle mills opened. Agriculture-based companies also thrived, including a Carnation milk condensing plant, in 1908. Other plants processed, fish, vegetables and fruit. In 1907, the State Legislature established one of the town's major economic contributors, the Monroe reformatory, which currently has nearly 2,500 inmates. Its location on SR 2 makes Monroe the gateway to Stevens Pass, which provides access to the small towns of Sultan, Startup, Gold Bar, Index and Skykomish, along the Great Northern route through the Cascades. Because of the amount of through traffic, SR 2 has been redirected to bypass downtown Monroe. Improvements to both SR 2 and SR 522 have made it possible to commute to either Everett or

49 *HistoryLink.org Online Encyclopedia of Washington State History*, "Snohomish-Thumbnail History," File #8508, http://www.historylink.org/.

50 *HistoryLink.org Online Encyclopedia of Washington State History*, "Arlington-Thumbnail History," File #8416, http://www.historylink.org/.

the Redmond-Bellevue area, and Monroe now has a population of 17,304 (2010).[51]

3.2.5.5 EDMONDS

Edmonds is in southwest Snohomish County, adjoining King County. A Washington State Ferries route (part of SR 104) connects Edmonds with Kingston in Kitsap County; the road continues on to the Hood Canal Bridge and SR 101. The town was founded in 1876 by George Brackett, who owned most of today's downtown area. He began logging and opened a sawmill in 1889. Because of its waterfront location and access by steamer, rail (the Great Northern) and road, the town thrived. Numerous mill were built on the waterfront, and by 1908 Edmonds had more than 50 businesses and professional offices, as well as several churches and fraternal lodges. In 1923 it gained a car ferry terminal. The mills operated through the Depression and World War II, with the last one closing in 1951. After the war, extensive suburban development occurred in Edmonds and to the east, where the cities of Lynnwood and Mountlake Terrace were established. The completion of I-5 made commuting easy, allowing people to take advantage of less costly housing away from Seattle. As ferry traffic in downtown Edmonds increased, SR 104 was redirected to keep traffic off of the main streets and to limit interference with the rail line along the waterfront. Edmonds is now the third largest city in Snohomish County, with a population of 39,709.[52]

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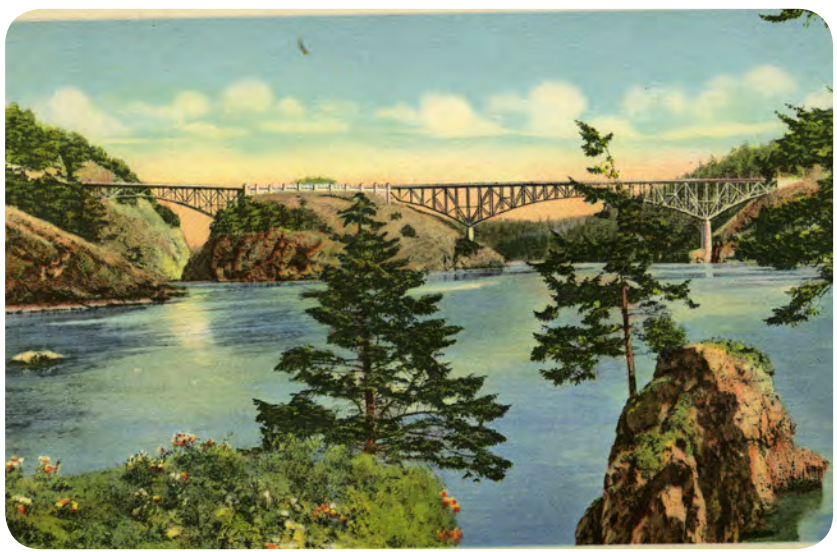
51 *HistoryLink.org Online Encyclopedia of Washington State History*, "Monroe-Thumbnail History," File #8325, http://www.historylink.org/.

52 *HistoryLink.org Online Encyclopedia of Washington State History*, "Edmonds-Thumbnail History," File #8542, http://www.historylink.org/.

CHAPTER 4

properties



chapter 4 cover page left
Deception Pass Bridge (SR 20) post card. Source: Michael Sullivan.

right
Historic photograph of Deception Falls Viewpoint, King County (SR 2). Source: Washington State Archives.

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Mt. Tacoma from Spanaway Lake post card. Source: Michael Sullivan.

4.1 ROADS

This chapter focuses on the more than 1,700 miles of active and former roads surveyed for the development of the historic contexts for the two RTPOs. This discussion includes a description of the roads and a brief narrative synopsis for each road. Refer to **"Figure 8.2: Former State Routes" on page 274**, **"Former State Routes" on page 274** and **"Figure 8.3: Ebey's Landing" on page 278** for tables listing of roads surveyed, their status as active or former state roads, property type (cultural, aesthetic, engineered), relevant associated theme(s) and development period(s). These categories inform subsequent discussion about significance in **"Chapter 5" on page 249**.

Road summaries in numerical order with SPURS at the end follow for each surveyed road. County roads within Ebey's Landing National Historical Reserve are grouped at the end. Each road summary includes a brief route alignment synopsis, planning and development summary, list of character-defining features, list of points of interest along the road, and a chronology of known major alterations. Refer to **"Chapter 2" on page 15** for a discussion of the role of character-defining features in establishing road, corridor, and viewshed integrity. These are intended for use in conjunction with the GIS data. Each road has a separate line layer in the GIS for:

Road integrity

Corridor integrity

Viewshed integrity

Screening tool (a composite of road, corridor, and viewshed integrity)

FHWA visual quality (a composite of vividness, unity, and intactness)

Vividness ranking per FHWA methodology

Unity ranking per FHWA methodology

Intactness ranking per FHWA methodology

The GIS data identifies road segments having intact character-defining features. In the GIS database, the more intact ranking segments for road, corridor and viewshed mark locations having those character-defining features listed for the particular state road. Segments with lower rankings have fewer to no character-defining features according to their ranking level.

The character-defining features list in the following road summaries identifies intact road, corridor and viewshed features. This list was prepared in compliance with *National Park Service Preservation Brief 17, Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character*. Due to alterations, not all roads will have character-defining road, corridor, or viewshed features. Feature lists are color coded to facilitate quick reference:

- – Road related features listed in black
- > Corridor related features listed in red
- » Viewshed related features listed in blue

The map included with each road summary shows the integrity-based screening tool rankings. This is an evaluative model described in **"Chapter 2" on page 15** that shows the composite integrity level of road, corridor, and viewshed. Road segments having integrity in all three areas will rank higher than segments with integrity in only one or two areas. This is for overview purposes, with further detail available through the GIS database layers referenced above. To retain precision for users the rankings for each SR are not averaged to a single value. This allows the rise and fall of integrity along a road to remain evident. Refer to **"Chapter 5" on page 249** for guidance on use of this data in evaluating eligibility for NRHP listing.

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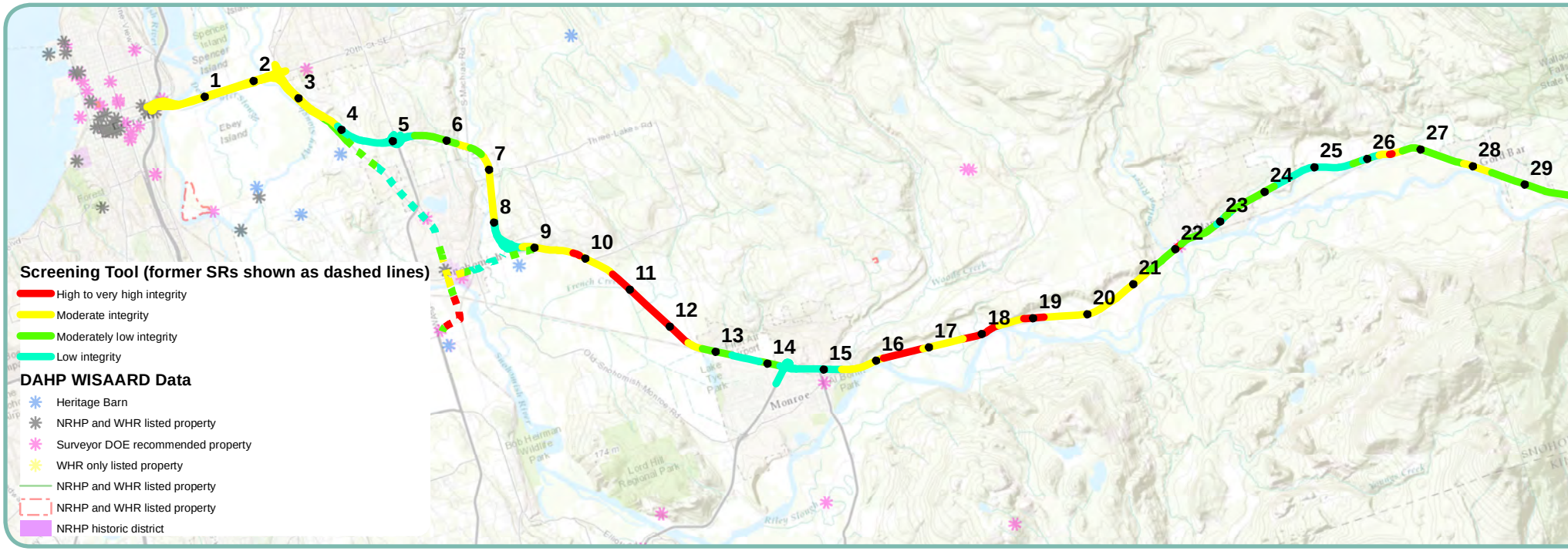
Brown's Point post card. Source: Michael Sullivan.

4.1.1 ROAD SYNOPSES

These are the synopses that follow:



4.1.1 STATE ROUTE 2

SR 2 is an east-west route across Snohomish and King counties, which continues east out of the project area. This designated scenic highway stretches along the Skykomish River and over the Cascade Mountains at Stevens Pass. Small, former mining and logging towns lie alongside SR 2. The tracks formerly used by Great Northern Railway,parallel the road in sections and are currently used by Amtrak. SR 2 is also known as the Stevens Pass Highway and has several water crossings, including the Snohomish and Sultan rivers as well as Deadwater Slough (Everett vicinity).

CHARACTER-DEFINING FEATURES

- – Two-lane road with narrow shoulders
- – Fog lines
- – Lane striping
- – Low historic stone retaining walls between mileposts 39 and 40
- – Bridges over streams and rivers
- – Metal and wood guardrails
- – Tunnel, built in 1937
- > Forested road corridor
- > Railroad paralleling majority of roadway
- » Mountain and river views

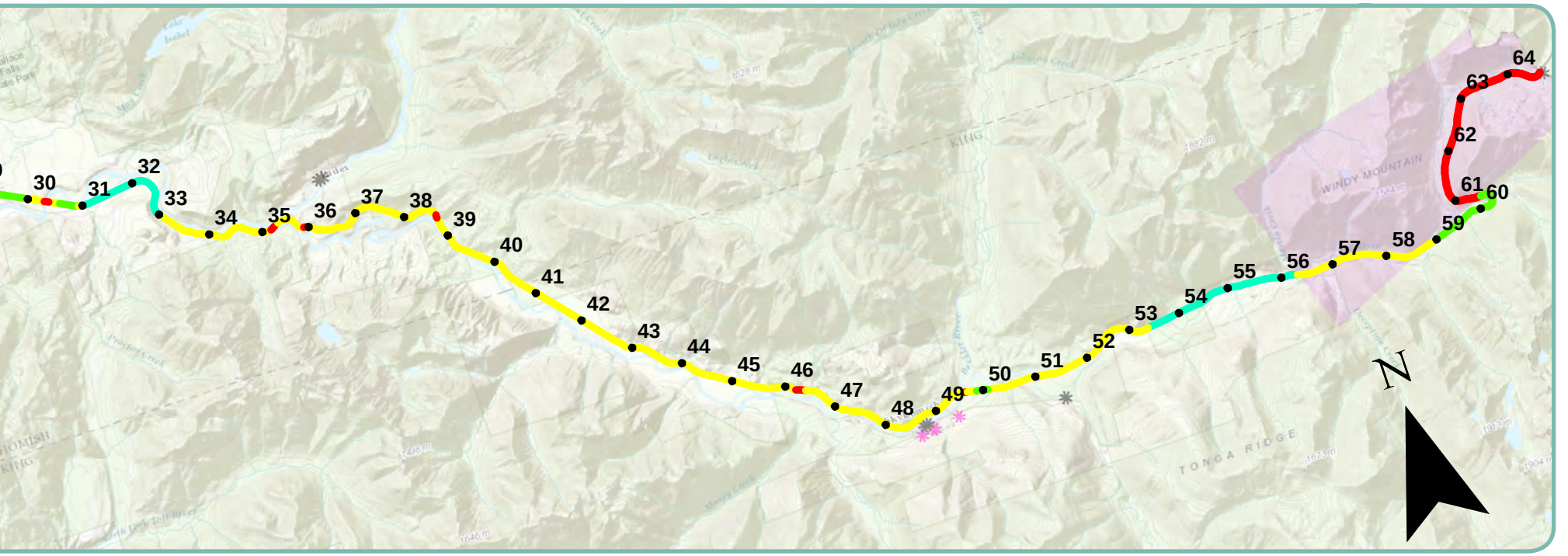
POINTS OF INTEREST

Former Route

- ◊ Wold Farm (WHBR)
- ◊ Snohomish
- ◊ Snohomish Historic District
- ◊ Iverson, Victor Home (NRHP)
- ◊ Behling, Fred Barn (WHBR)

Current Route

- ◊ Everett
- ◊ McCabe Building (NRHP)
- ◊ Swalwell Cottage (NRHP)
- ◊ Swalwell Block and Adjoining Commercial Buildings (NRHP)
- ◊ Snohomish, Skykomish and Sultan rivers
- ◊ Cavalero Corner
- ◊ Saupe Barn (WHBR)



- Monroe
- Sultan
- Startup
- Gold Bar
- Mount Baker-Snoqualmie National Forest
- Index
- Eagle Falls and falls overlook
- Baring
- Grotto
- Miller River
- Skykomish
- Skykomish Historic Commercial District (NRHP)
- Maloney's General Store (NRHP)
- Great Northern Depot (NRHP) at Skykomish
- Scenic
- Deception Falls
- Former Great Northern Railroad tracks (still in use)
- Stevens Pass Historic District
- Iron Goat interpretive site
- Stevens Pass Ski Area, established in 1937
- King County Heritage Corridor connection near milepost 46, leading in to Skykomish

PLANNING AND CONSTRUCTION

By 1931, Washington State established a new primary state highway, designated as PSH 15.[1] This is the pre-1964 name for SR 2. PSH 15 stretched from Peshastin west over Stevens Pass to a junction with PSH 1 (now Interstate 5) at Everett.[2] Some of the road was first established as Permanent Highways (PHs) through county and state collaboration. The earliest known PHs along this road were PH 9 (Sultan westerly, completed 1914) and PH 18 (Startup easterly, completed in 1916). All pre-existing road sections combined under the state road designation in 1931. The first known completed section of SR 2 (then PSH 15) was between Index and Gold Bar, in 1931. Most of the other sections were built between 1933 and 1939, with some added or altered later.

1 Washington State Legislature, *Session Laws of the State of Washington*, 1931, Chapter 35.
2 State of Washington Department of Highways, "Forty Years With The Washington Department of Highways," 14.

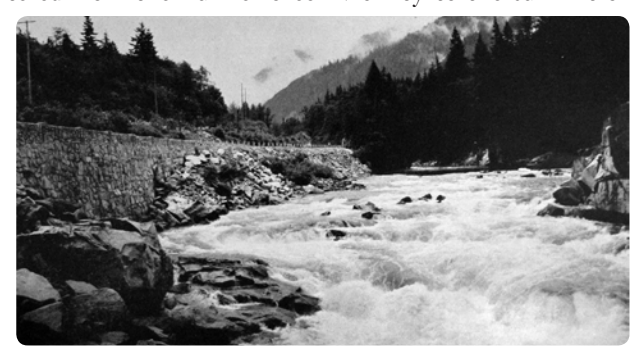
Select sections of the road east from Gold Bar predate the western sections, presumably because the railroad and the Skykomish River connected the towns along the present SR 2. The first surfaces for these road sections featured gravel, crushed rock or bituminous surface treatments.[3]

CHANGES

Between Cavalero Corner and milepost 9, SR has a former route that follows Bickford Avenue into downtown Snohomish before heading east. There is also a former section of SR 2 that continues south from Snohomish to South Snohomish. WSDOT rerouted SR 2 between Cavalero Corner and milepost 9 in 1969–1971, bypassing Snohomish.

The 1936–38 biennial report describes relocating a 4.3 mile section of the road (then PSH 15) between Halford and Index due to periodic flooding. This involved new clearing and grading work, with grade separations introduced at two Great Northern Railroad crossings—an underpass near Index and an overpass near Heybrook. Some of the excavation work necessary for the new roadbed involved removal of solid rock from the Skykomish River channel through Eagle Falls Gorge, requiring the river channel to be widened and deepened. Other alterations at that time were the construction of a cement rubble masonry wall and elevating the roadbed grade.

East of Alpine to the pass, at least three sections of SR 2 (PSH 15) from 1936–1941 were abandoned as part of route changes from in the early 1940s through at least 1965. The route of the road appears to have been altered from the Tunnel Creek vicinity to the summit of



3 State of Washington Department of Highways, Biennial Reports, 1934-1936, 64.

Stevens Pass starting in 1961 through at least 1965. These route changes were prompted by avalanche concerns. WSDOT key maps indicate a slight route change between Snohomish and Monroe, from approximately 1969 to 1971.

Some examples of the known changes and maintenance areas include the following:

1939, Sultan River Bridge and approaches approved

1949, Monroe to Sultan work approved

1950, Sultan to Startup work approved

1954, Cavalero Corner to Snohomish paving approved

1961, Snohomish River to Cavalero Corner work approved

1969, SR 2, SR 522 interchange hardship plan

1969, Cavalero Corner to Fobes Hill rerouting

1971, Fobes Hill to Westwick Road and Westwick Road to North Monroe interchange rerouting

1983, BNRR overcrossing between Baring and Grotto work approved

1989, junction SR 5 to junction SR 204 vicinity work approved

1989, Deception Creek Vicinity to BNRR overcrossing work approved

1997, Skykomish River Bridge vicinity (between Gold Bar and Reiter) work approved

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1938-1940 view of Eagle Falls, Snohomish County, SR 2. Source: Washington State Archives.

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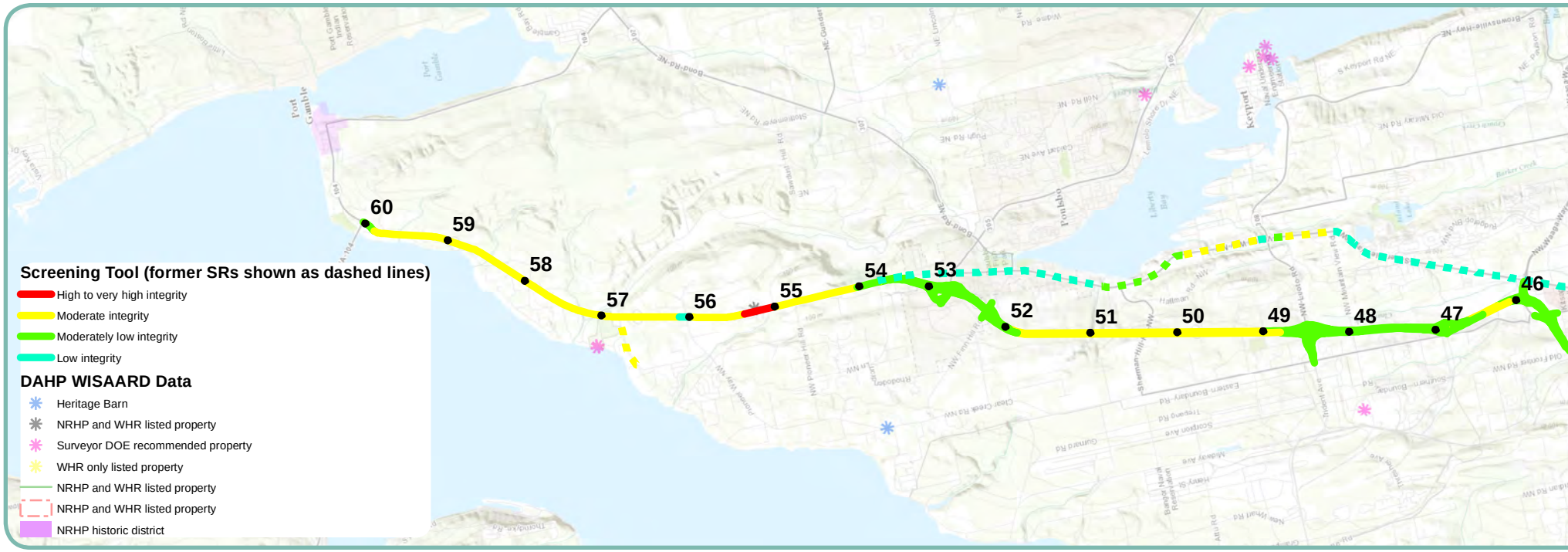
Ca. 1930 view of main highway near Gold Bar, SR 2. Source: Washington State Archives.



4.1.2 STATE ROUTE 3

SR 3 is a main north-south corridor in Kitsap County but also continues south/southwest into Mason County and out of the project area. Other state roads, such as SR 303 and SR 305, branch off from SR 3. At the south end, SR 3 enters Kitsap County northeast of Belfair, continues north-east until intersecting SR 16 between Bremerton and Port Orchard. SR 3 then heads north past Bremerton until terminating at SR 104 (Hood Canal Bridge).

CHARACTER-DEFINING FEATURES

Former SR 3 (pre-1931)

- Two-lane road
- Fog lines
- Gravel shoulders

> Rural/wooded corridor

> Scattered historic houses and commercial buildings

> Winding, curvy road along former SR 3 southwest of Gorst

Historic route, in line with current route from between mileposts 53 and 54

- Two-lane road, rural/wooded corridor
- Lane markers
- Ditches either side
- Widened shoulders

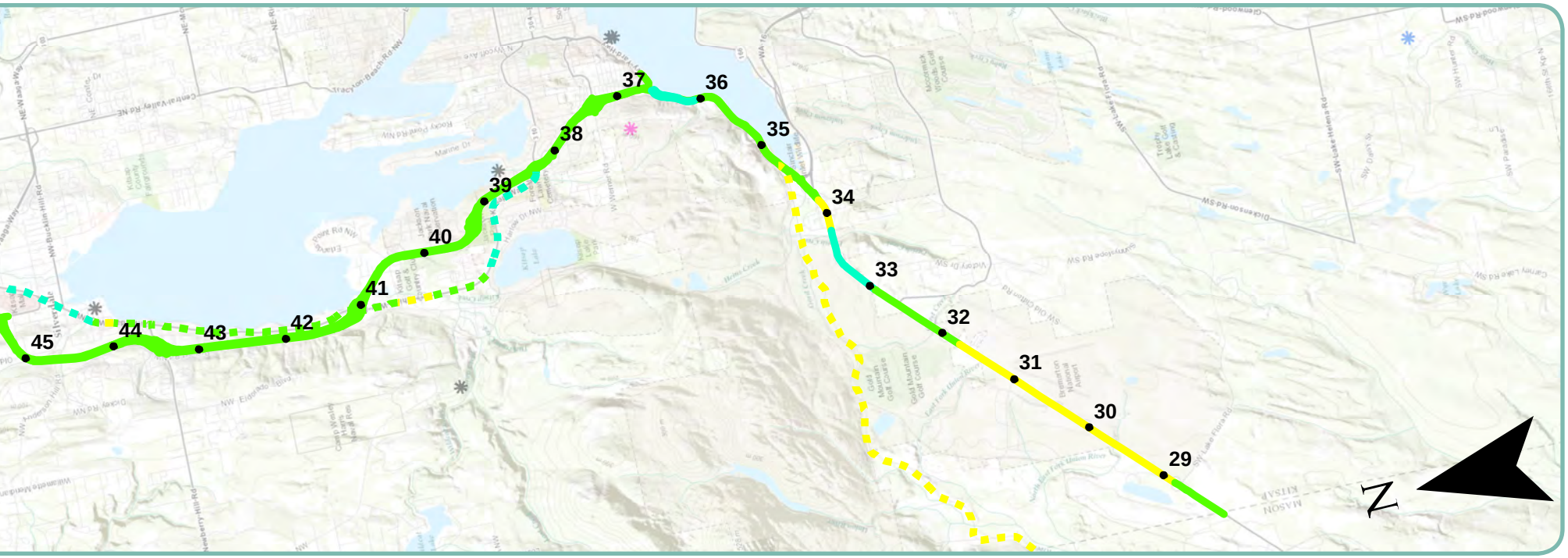
> Scattered historic houses and farm buildings, setback from road and dispersed through woods and fields

Altered route sections (1931–1987)

- Modern divided highway from between mileposts 53 and 54 south until Gorst
- Two to three lanes, straight corridor southwest of Gorst

> Mid-century buildings at Bremerton Airport

> New development, especially through the Bremerton area



POINTS OF INTEREST

- Bremerton Airport
- Bremerton
- Naval Shipyard
- Forest Lawn Cemetery
- Madrona Point
- Erlands Point
- Puget Sound
- Silverdale
- Breidablick
- Free Lutheran Mission House (Breidablick)
- Breidablick Chapel
- Kitsap Memorial State Park
- Hood Canal
- Hood Canal Bridge

PLANNING AND CONSTRUCTION

Sections of SR 3 were also formerly known as Primary State Highway (PSH) 21, the Navy Yard Highway, and the Kitsap Peninsula Highway. While most of today's SR 3 is similar to the historic route, it differs where it was once known as PSH 21. The earliest known section of SR 3 dates to circa 1915. By 1916, State Road 21 began at Kingston, went by the most feasible route through Port Gamble, Poulsbo and Bremerton and southwest "to a connection with the Olympic Highway between Shelton and Hoodsport in Mason County."[1] This road contributed sections of present SR 104 and SR 3, as well as former sections of SR 3. The Belfair to Charleston (Bremerton) section of PSH 21/Navy Yard Highway was finished by at least August of 1919.[2] The earliest known mention of the Navy Yard Highway is from Session Laws of 1920, essentially renaming the section of SR 3 from the Mason-Kitsap line to the Navy Yard in Bremerton from PSH 21 to Navy Yard Highway.[3] When the earliest sections of SR 3 were constructed, they were cleared, graded, and surfaced with crushed rock. By at least 1934–36, the former State Road 21 featured bituminous surface treatment along the entire route at that time (slightly more than 34 miles).[4] By 1937, PSH 21 was also known as the Kitsap Peninsula Highway.

1 Washington State Department of Highways, Biennial Report, 1914-1916, 15.
2 Washington State Department of Highways, Biennial Report, 1918-1920, 16.
3 *Session Laws*, 1920, Ch. 86, 229.
4 Washington State Highways Department Biennial Report 1934-1936, 64.

opposite page
Oyster Bay to Chico, SR 3. August 4, 1968. Source: Washington State Department of Transportation.

CHANGES

Most of SR 3 was rerouted starting in 1931, either to make it straighter (Mason-Kitsap line to Gorst) or widened and divided to a modern highway (Gorst to approximately milepost 53) with exit ramps, widened shoulders, new guardrails, and recent roadside development. The most intact section is from approximately milepost 53 and north to the Hood Canal Bridge. The section southwest of Gorst, from Tidewater Creek to the Union River, was rerouted in 1931. The highway redirected to bypass downtown Bremerton in 1969. The following dates reflect maintenance and other work contracts on the historic and current paths.

1931, Tidewater Creek to Union River (reroute) approved

1932, Poulsbo to Port Gamble

1938, Tidewater Creek to Bremerton

1957, Lost Lake to Gorst

1964, Arsenal Way to Chico (reroute)

1968, Chico to Silverdale (reroute)

1969, Sinclair Inlet to Arsenal Way (downtown Bremerton bypass)

1970, Sinclair Inlet temporary connection

1978, Silverdale to Thompson Road (reroute)

1979, Clear Creek Road Interchange (reroute)

1982, Jct. SR 308 vicinity

1987, SR 304 Interchange

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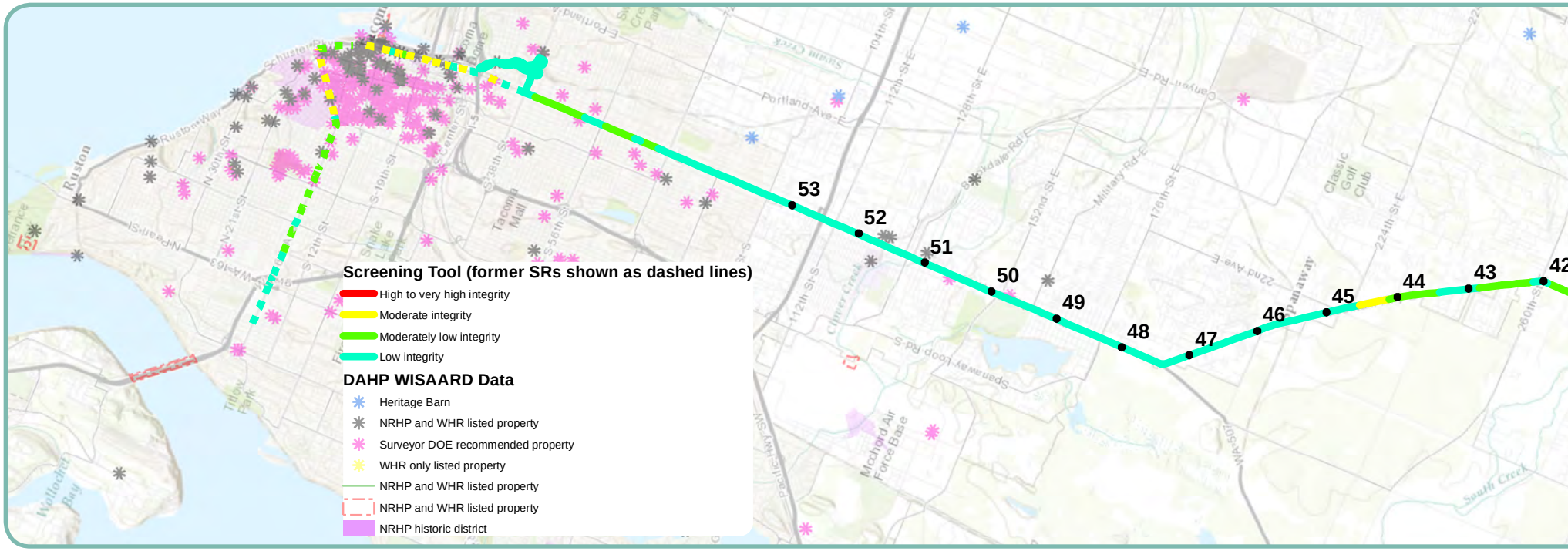


4.1.3 STATE ROUTE 7

State Road (SR) 7 is a primarily north-south route in Pierce County. At the north end, SR 7 begins in Tacoma and travels south through multiple communities to a junction with SR 706 in Elbe. SR 7 continues south from Elbe into Lewis County and out of the project area. Historically, this is one of the main routes to Mount Rainier National Park. SR 7 is also known as the Mountain Highway and Pacific Avenue.

CHARACTER-DEFINING FEATURES

- Highly variable corridor, from dense urban to rural
- Road bridge with concrete panels around Mile 28
- Narrow to no shoulders through winding sections from descent into Ohop Valley through Alder

> Cut rock cliff faces along east side of road and steep drop-offs to west generally between La Grande and Alder

> Multi-story masonry commercial buildings in Tacoma through Old City Hall, Downtown and Union Depot neighborhoods

> Mixed residential and low-rise commercial along former SR 7 (Sixth Avenue, Division Avenue) in Tacoma and along current SR 7 through South Tacoma, Parkland and Spanaway

> Rural landscape with mixed forest and agricultural functions south of Spanaway through Elbe

> Historic barns visible, especially in Ohop Valley

> Dirt or gravel pull-outs for viewpoints and passing from the Ohop Grange through Elbe

» High vivid and scenic quality particularly between the junction with SR 702 and Elbe

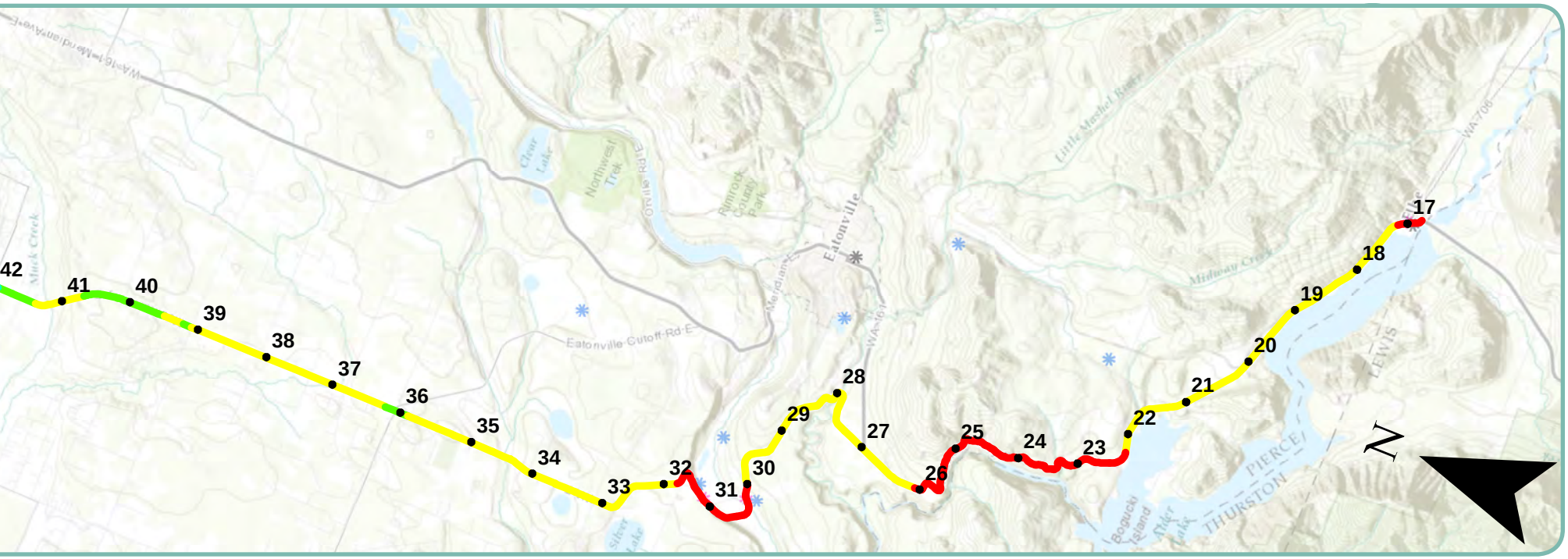
» Viewpoints for La Grande Dam and Alder Dam

» View of Commencement Bay and Tacoma from approximately S. 38th Street heading north in Tacoma

POINTS OF INTEREST

Former route

◊ North Slope Historic District
◊ Stadium-Seminary Historic District
◊ Old City Hall Historic District
◊ Pacific Avenue (Downtown Tacoma)
◊ Union Depot/Warehouse Historic District
◊ Wright Park
◊ University of Washington—Tacoma campus



- Washington State History Museum
- Mountain View Sanatarium

Current route

- South Tacoma
- Parkland
- Spanaway
- Loveland
- Elk Plain Grange
- Johnson's Corner
- Ohop Valley and multiple heritage barns
- Ohop Grange
- La Grande Dam and overlook
- La Grande Post Office
- Alder
- Alder Community Club Building
- Alder Dam and overlook
- Elbe
- Elbe Evangelisch Lutherische Kirche
- Mount Rainier Scenic Railroad

PLANNING AND CONSTRUCTION

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1938-1940 view of Muck Creek Hill (SR 7), paving revised grade with concrete. Source: Washington State Archives.

SR 7 developed in pieces between 1910 and circa 1920. The earliest known section of SR 7 dates to 1910, between Alder and Elbe.[1] From the north end at Tacoma, three county roads contributed significant lengths to the present state route, established as Permanent Highway (PH) 3 (completed 1913), PH 3A (completed 1914), and PH 3B (completed 1916). By 1914, the road was labeled the National Park Highway. The route reached as far south as La Grande by 1917 and extended to Alder by 1919. The entire length of the route was in place by about 1920, with the help of Federal Aid Road funds.[2] By 1926, most of the distance from Tacoma to Elbe was paved and all the various historic road sections combined to form part of the National Park Highway or State Road 5, later renamed

1 Washington State Department of Transportation, Engineering, Pierce County, contract 94.
2 Washington State Department of Highways, Biennial Report, 1918-1920, 31 and 58-60.

Primary State Highway (PSH) 5.[3] PSH 5 subsequently divided and became many different state routes. In the 1960s, the SR 7 label emerged.

CHANGES

The road historically continued to the southwest entrance of Mount Rainier National Park, along what is now SR 706. There are former sections of SR 7 in Tacoma and the original starting point, more than 50 years ago, extended northward, but otherwise the route has not changed much since its establishment. Over the decades, there have been numerous improvements to the roadway. The highest integrity of the roadway is from approximately Silver Lake to Elbe. With regard to the built environment, there highest concentrations of historic buildings are in pockets through South Tacoma, La Grande, Alder, and Elbe. There are heritage barns through the Ohop Valley. The sections through Parkland and Spanaway north to South 82nd Street are the most highly altered, with added lanes and new commercial development.

SR 7 has a long history and covers a good portion of Pierce County. There is not room to list the known changes but here are some examples:

1915, relocation across Mashell Canyon

1933, north terminus extended north from South 96th Street to South 34th Street

1939, railroad overpass at Loveland approved

1951, extra widening between Alder and Elbe

1954, Tacoma: East 40th Street to Pacific Avenue interchange approved

1983, junction with SR 706 work approved

3 The National Park Highway (State Road 5) as beginning at Tacoma and stretching southeasterly through Elbe and Ashford to the national park, and also from Elbe southward (out of Pierce County). State Road 5 also connected Kosmos in Lewis County with Sheepskull Gap in the national park (Cayuse Pass vicinity). *Session Laws*, 1925.

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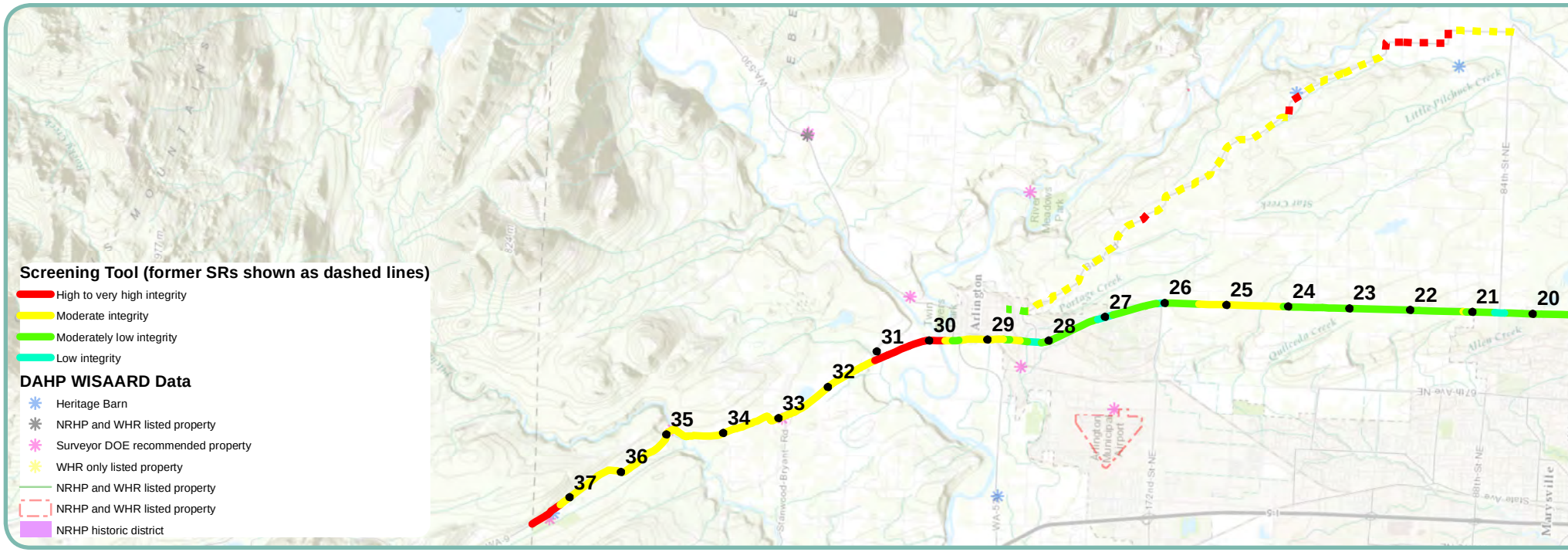


4.1.4 STATE ROUTE 9

SR 9 is a north-south route across Snohomish County, extending to the north and south boundaries. The corridor stretches from an intersection with SR 522 just north of the border with King County (Grace) north to the boundary with Skagit County and continuing out of the project area.

CHARACTER-DEFINING FEATURES

Historic route

- Winding, two-lane road
- Narrow or no shoulders

> Passes farmland and agriculture related buildings, including barns and farmhouses

> Housing stock typically 50 years of age or more

> Follows the former Northern Pacific (later Burlington-Northern) Railroad path, now the Centennial Trail

> Enters community centers and historic downtowns, including Arlington, Snohomish and Machias

> Rural community buildings, including the historic Burn Hill School (now Burn Road Bible Church)

> Historic industrial buildings

» Views to Cascade Mountains

Current route

- Two-lane highway for most of its length, with widened sections such as at traffic signal intersections
- Mostly undivided road, with short divided sections at West Lake Stevens
- Paved, wide shoulders except for narrow to no shoulders at north end
- Traffic signals/stoplights
- Primarily a straight corridor

> Passes farmland and agriculture related buildings, including barns and farmhouses

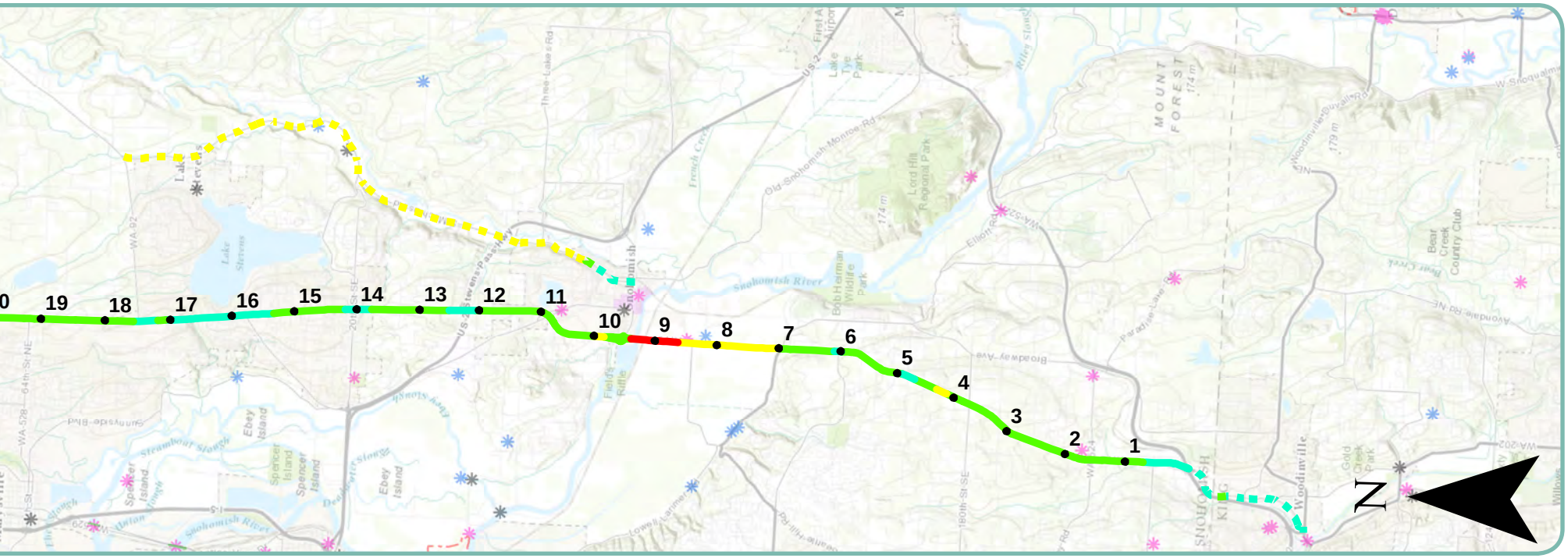
> Large undeveloped sections flanked by forests and/or fields

> Bypasses large community centers

> Scenic river crossing

> Steel railroad bridges and wood railroad trestles either directly adjacent or visible from road

> Historic industrial buildings, such as food manufacturing and wood product mills



POINTS OF INTEREST

Historic route

- Burn Hill School (also known as Lincoln School, currently the Burn Road Bible Church)
- Eckstrom Barn
- Snohomish North Depot
- Snohomish Historic District
- Machias
- Centennial Trail (former Northern Pacific Railroad line)

Current route

- Arlington
- Bryant
- West Lake Stevens
- Snohomish
- Fred Behling Barn (South Snohomish)
- Centennial Trail—North End Trailhead at the Nakashima/Olson Heritage Barn
- Clearview
- Turners Corner

PLANNING AND CONSTRUCTION

SR 9 incorporates sections of various previous roads, with a range of establishment dates and route changes. Previously known as SSH 1A, SR 9 includes short sections of former permanent highways as well as a piece of former SSH 15A (which also contributed SR 92 and SR 204). The oldest known section of the present path of SR 9 is north of Arlington, from just south of Bryant to the Snohomish-Skagit county line. That section of the road dates to 1910, when surveyors platted and established Pilchuck Road.[1] In 1924, Permanent Highway 49 added another mile to the current route, from Arlington city limits north. Maps indicate PH 49 did not connect with the earlier Pilchuck Road to the north, but the Northern Pacific Railroad closely followed the road and presumably connected sections where the road had not yet been established or improved. From Arlington

1 Washington State Department of Transportation, Real Estate Services, SR 9. Pilchuck is a former community name appearing on historic maps, located between Bryant and the Skagit-Snohomish county line. It is also the name of a river in that vicinity.

center
2013 view of Nakashima Barn off of SR 9 on the Centennial Trail. Source: Artifacts Consulting, Inc.

south to Snohomish, the former route of SR 9 (SSH 1A) was established in the 1920s and 1930s. This former route is a winding, rolling, less direct path between the two cities, located considerably east of the current path. The present path of SR 9 between Arlington and Snohomish dates to the 1940s and 1950s.

From the Snohomish vicinity south, SR 9 incorporates sections of roads which pre-date the state road designation. Along the current SR 9 route, the earliest known sections from Snohomish south include PH 50 (by 1924) and a section from Turners Corner south (by 1933). By 1938, the section from Snohomish south to Woodinville (the historic south end of the route) became a state route (SSH 1A). SR 9 now begins at the King-Snohomish county line, north of Woodinville.

CHANGES

The most intact section of SR 9 also appears to be the oldest section, from just north of Arlington to the county boundary. This section features a winding corridor with extant buildings 50 years or older and narrow to no shoulders. Also, the section of SR 9 between milepost 7 and the north bank of the Snohomish River (between mileposts 9 and 10) exhibits a high degree of integrity in the surrounding farmland and agricultural buildings, even though the road itself is a divided highway with widened shoulders in that stretch. There are scattered houses and commercial buildings at least 50 years old at rural crossroads and small communities such as Clearview, Turners Corner and Bryant. Otherwise, the development along current SR 9 ranges from nothing (forests/fields) to new residential and commercial.

Starting in circa 1944 and continuing into the 1950s, the current path of SR 9 began replacing the earlier route between Arlington and Snohomish. The historic route south of Snohomish and north of Arlington appears to be the same as the current route, although the southern extent of SR 9 has been widened and generally altered. Originally, SR 9 extended into King County, to the community of Woodinville. The King County portion of the road is no longer part of SR 9, as of approximately 1966.

1910, Pilchuck Road platted (south of Bryant to Snohomish-Skagit line)

1924, Permanent Highway No. 49 Arlington city limits to one mile north added

1924, Permanent Highway No. 50 Woodinville Cut-Off approved

1933, Turners Corner South

1938, Woodinville to Snohomish (section one) approved

1938, Woodinville to Snohomish [portion]

1944, Snohomish to Arlington reroute work

1948, King County line to Maltby Road (Woodinville to Snohomish)

1954, Arlington vicinity

1955, Lake Stevens to Arlington

1957, Lowell Road to Snohomish

1958, North Snohomish interchange

1966, at least part of SR 9 in King County transferred to county authority

1979, Clearview vicinity to Lowell Road

1988, Bryant Lake vicinity

1994, SR 522 to Clearview vicinity

1994, Bryant vicinity to the Skagit County line

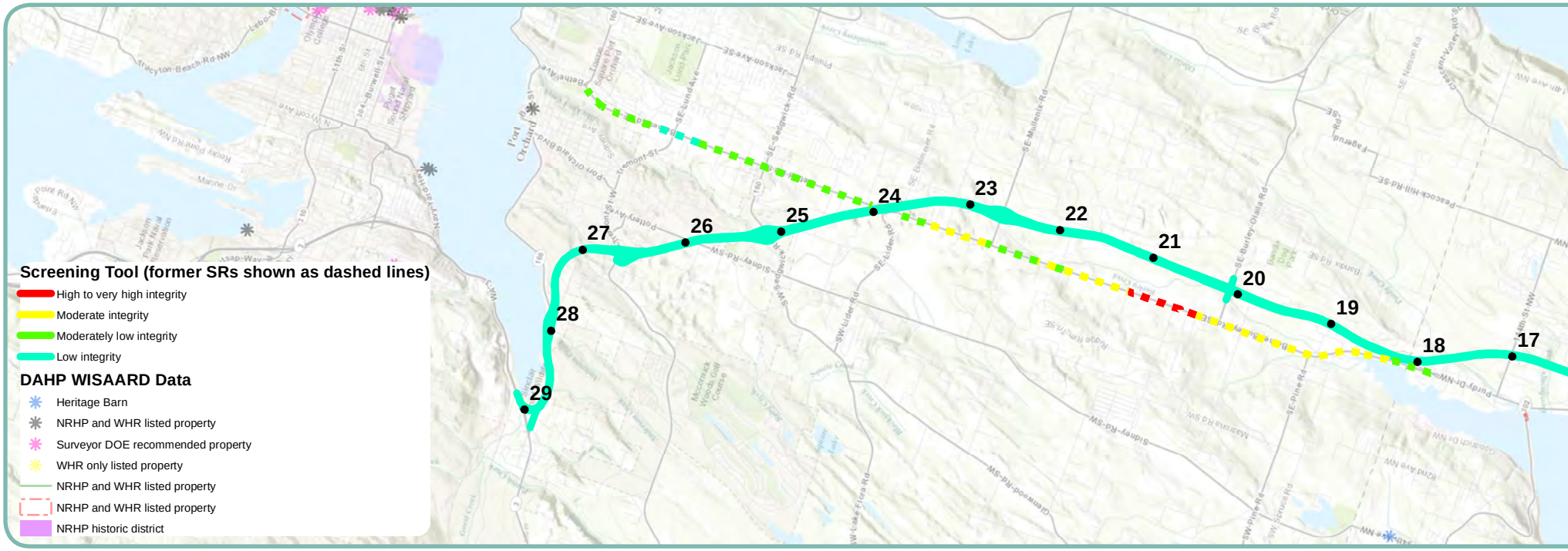
1996, SR 530 vicinity to Stilliguamish River vicinity

2004, 42nd Street NE vicinity

2005, Schloman Road vicinity to Bryant vicinity

2007, SR 524 to 197th Street SE vicinity

2008, 180th St SE to 164th St SE vicinity



4.1.5 STATE ROUTE 16

First included within the network of SRs as an extension of SR 14 (later PSH 14), the road segment now known as SR 16 originally connected Gig Harbor on the Key Peninsula to Port Orchard on the Kitsap Peninsula. Currently, SR 16 begins at a junction with I-5 in Tacoma in Pierce County and runs northwest, over the Tacoma Narrows Bridge, to a junction with SR 3 near Gorst in Kitsap County.

CHARACTER-DEFINING FEATURES

Original:

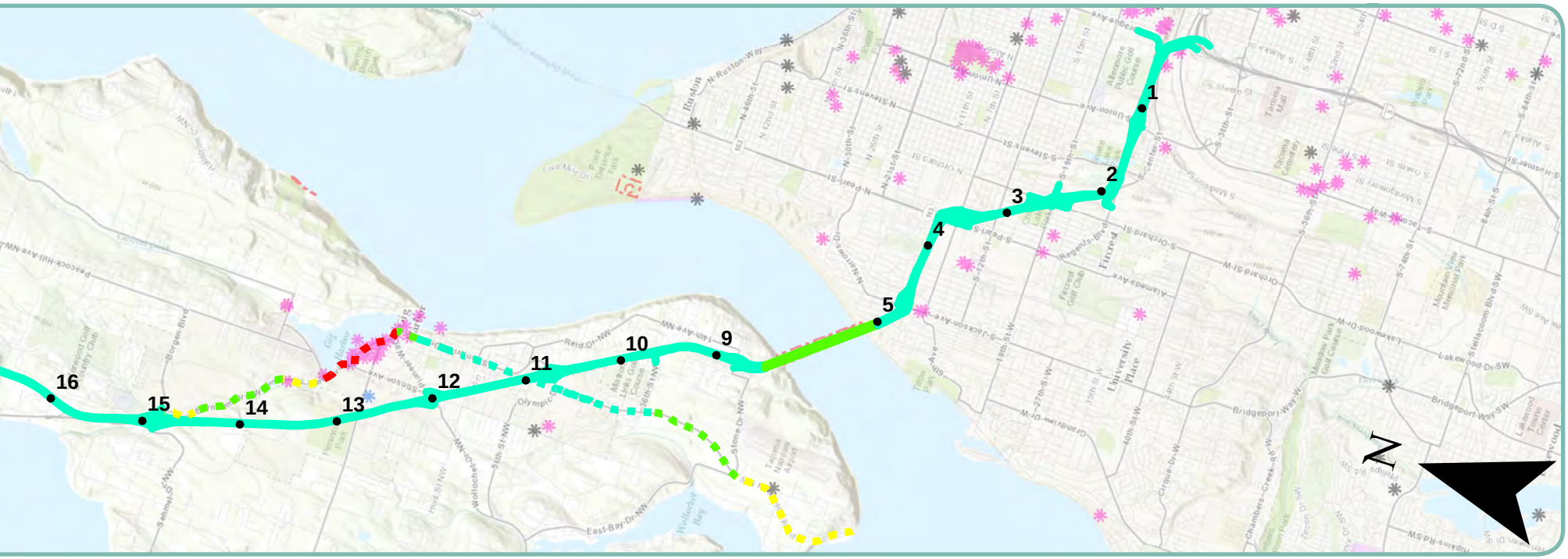
- – Two-lane road
- – No shoulders or narrow shoulders
- > Road bordered by intermittent agricultural land and residences
- > Route passing through Gig Harbor and Tacoma (Sixth Avenue Business District)
- » Scenic views of the Narrows, the Tacoma Narrows Bridge, Mount Rainier, Salmon Beach, and the Olympics

Current:

- – Multiple-lane divided highway with grass median, from Olympic Drive NW in Gig Harbor and on north
- » Scenic views of the Narrows, the Tacoma Narrows Bridge, Mount Rainier, Salmon Beach, and the Olympics

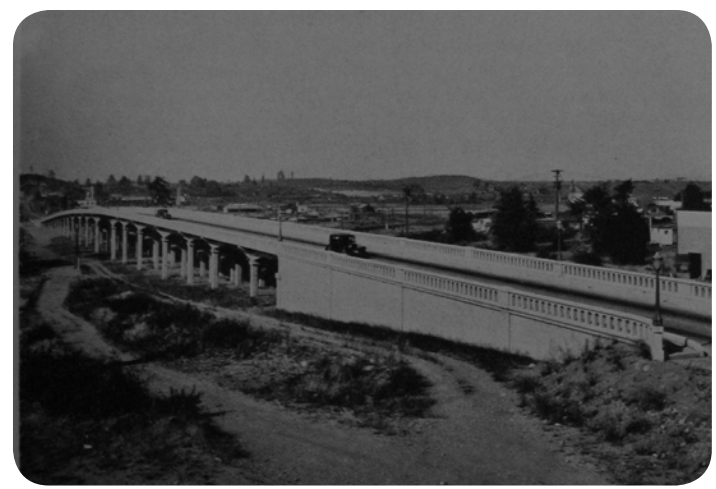
POINTS OF INTEREST:

- ◊ Sinclair Inlet
- ◊ Burley/Burley Lagoon (North tip of Henderson Bay)
- ◊ Purdy
- ◊ Gig Harbor
- ◊ Tacoma Narrows
- ◊ Tacoma Narrows Bridge
- ◊ Views of Mount Rainier and the Olympic Mountains
- ◊ Tacoma
- ◊ Site of former Point Fosdick Ferry Terminal



PLANNING AND CONSTRUCTION:

SR 16 began as an unpaved road between Gig Harbor and Port Orchard, appearing on maps as early as 1915.[1] In 1923, the route was established as a portion of SR 14 or the Navy Yard Highway.[2] In 1937, SR 14 was renamed PSH 14[3], and the portion of the road from Gig Harbor south was designated as SSH 14C.[4] The general route between Gig Harbor and Port Orchard remained largely the same from the 1920s through the 1940s. The extension of SSH 14C south of Gig Harbor in 1937 anticipated the completion of the first Tacoma Narrows Bridge in 1940. When the bridge opened that year, PSH 14 was extended over SSH 14C, carrying the highway over the Narrows and into Tacoma. Once in Tacoma, the route ran concurrent with the Sixth Avenue corridor. Following the disastrous collapse of the first Tacoma Narrows Bridge four months after its opening, WSDOT constructed a replacement bridge, which opened to traffic in 1950. The route was renamed SR 16 in 1964 in keeping with the state's highway renumbering system. A parallel bridge over the Narrows, to meet traffic needs between the Key and Kitsap peninsulas and the I-5 corridor, was opened in 2007.



right
1936-1938 view of Union Avenue grade separation, Tacoma, (former) SR 16. Source: Washington State Archives.

1 Washington State Department of AR_1915_744
2 *Session Laws*, 1923, Chapter 185, Section 13, 631.
3 *Session Laws*, 1937, Chapter 190, Section 14, 940.
4 *Session Laws*, 1937, Chapter 207, Section 15 (c), 1010.

CHANGES:

In 1954, the road between the Narrows and points north was rerouted along the west edge of Gig Harbor (instead of through the community). An elevated freeway, bypassing Sixth Avenue in Tacoma and connecting the Narrows Bridge and I-5, was constructed between 1966 and 1970.[5] General alterations include new paving, guardrail additions, rumble strips, striping, interchanges, and lane and shoulder widening. A map specific to SR 16 from the state Department of Transportation indicates areas of work approved on the road, including:[6]

1934, section paved north of Gig Harbor

1936, oil macadam used to resurface section between Gig Harbor and Port Orchard

1938, Tacoma Narrows Bridge approaches on east and west sides of The Narrows approved

1941, Purdy to Point Fosdick

1942, Tacoma Narrows Ferry at Point Fosdick

1954, section between (1950) Narrows Bridge and Purdy approved, rerouting SR in a straighter path along the west edge of Gig Harbor[7]

1954, Pearl Street to Olympia Blvd in Tacoma approved

1954, road portion from Purdy north rerouted

1966, section added between Sprague Avenue Interchange and the junction with SR 5 (I-5)

1969, Sprague Avenue to South 23rd approved

1970, South 23rd Street to Narrows Bridge approved

1974, section east along Sixth Avenue and down Division certified to City of Tacoma

1988, 19th Street Interchange approved

5 Washington State Department of Transportation, Engineering, Pierce County, Sheet 1A of 5.

6 Washington State Department of Transportation, Real Estate Division, SR 16, 16_Key_PLG70E9.

7 Washington State Department of Transportation, Real Estate Division, SR 16, 16_Key_PLG70E9

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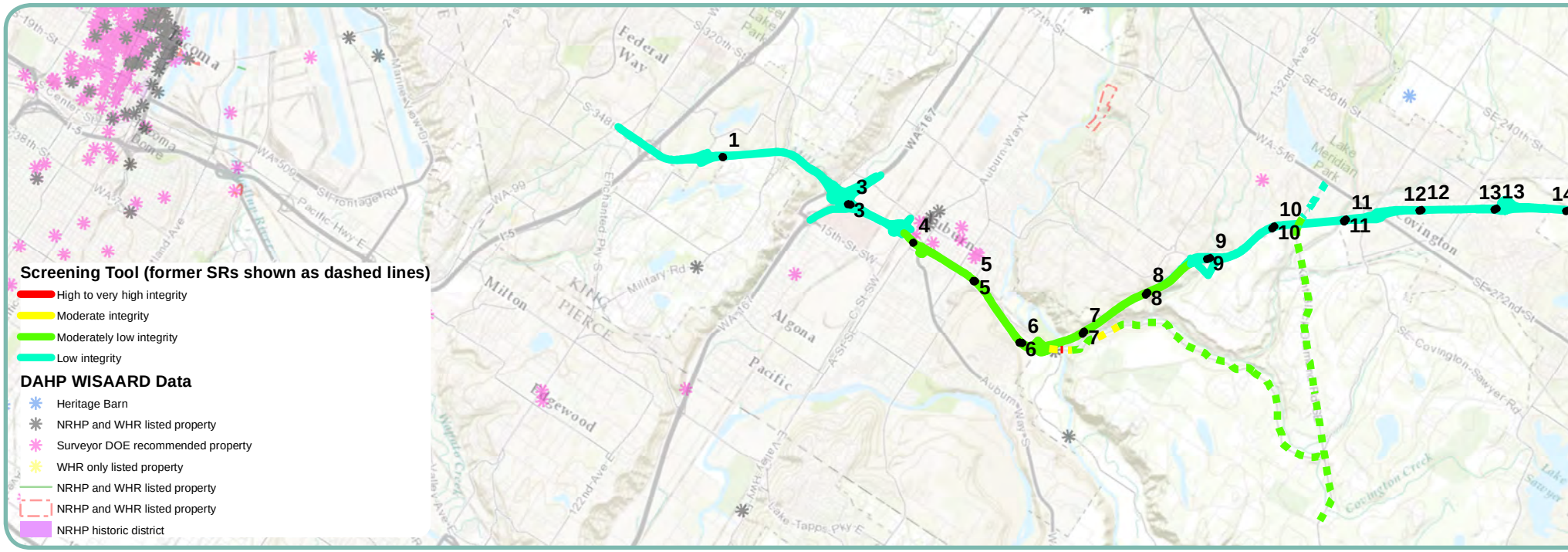


4.1.6 STATE ROUTE 18

State Road (SR) 18 is located in King County, with the southwest terminus at a junction with SR 99 northeast of Tacoma. The route travels northeast through Auburn to a junction with Interstate 90 west of North Bend. This state road is a freeway that includes scenic views of the Green River Valley and the Cascade foothills. SR 18 passes several communities, including Covington and Maple Valley, although it does not directly access any downtowns. Most of the route follows a forested corridor that features significant grade changes, particularly at Tiger Mountain. There is also a discontiguous former section in the Buckley vicinity, along SE Mud Mountain Road. The former route refers to sections developed before the 1950s, when the current route was established. Former route sections are no longer part of the state road but are addressed below to give a more complete understanding of this road.

CHARACTER-DEFINING FEATURES

Former route

- Two-lane road
- Fog lines
- Widened shoulders
- Original concrete paving without striping or shoulders along SE Mud Mountain Road

> Ditches at sides

> Forested corridor

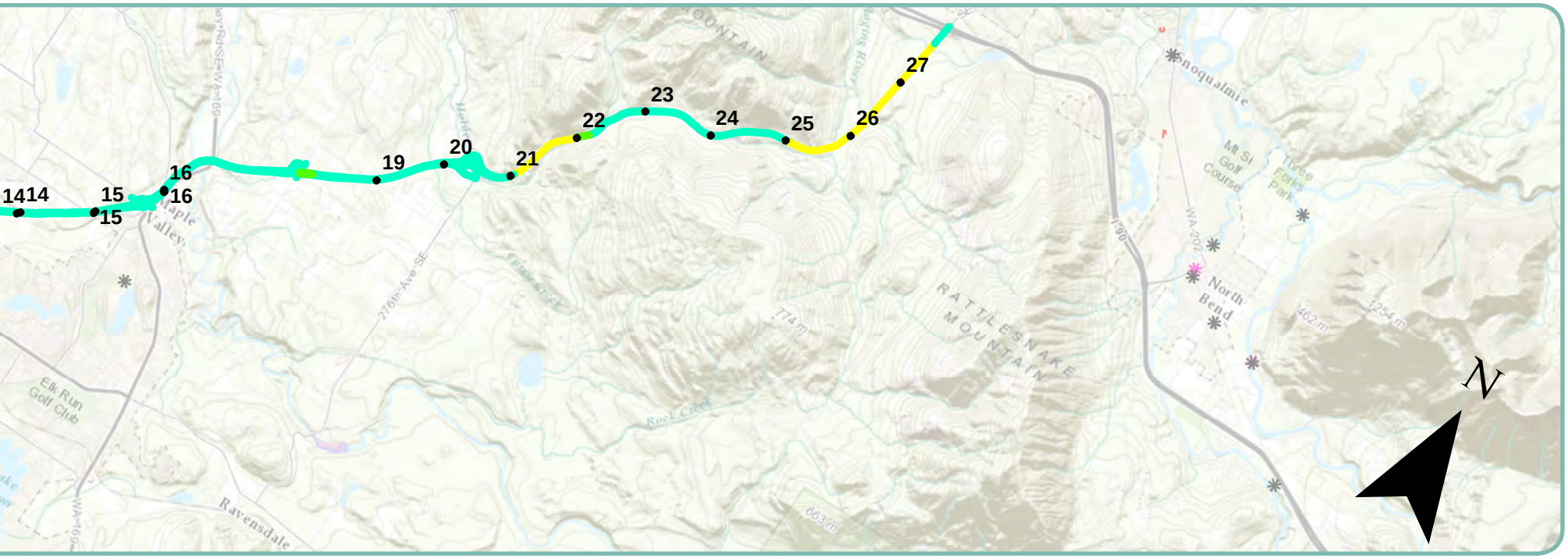
» Scenic views of valley, river/wetlands

Current route

- Jersey barrier median, from milepost 22 to between mileposts 25 and 26
- Three- to four-lane freeway
- Wide shoulders

> Noise walls

> Forested corridor, evergreens predominant



> Ditches
> Concrete overpasses
» Scenic views of valley and Cascade foothills

POINTS OF INTEREST

Former route

◊ Mud Mountain Dam Recreation Area
◊ Soos Creek Fish Hatchery

Current route

◊ Issaquah (formerly Englewood)
◊ Auburn
◊ Weyerhaeuser Company International Headquarters (Federal Way)
◊ Aaron Neely, Sr., Mansion (NRHP listed)

PLANNING AND CONSTRUCTION

SR 18 derives some sections from historic PSH 2.[1] Former sections of SR 18 appear to have included pieces of the old PSH 5 (Auburn through Peasley Canyon) and SSH 5B. The earliest portion of the former SR 18 route dates to circa 1913, along the path of what later became SSH 5B,[2] and is no longer part of SR 18. Established in 1937 with some earlier sections pre-existing, SSH 5B began at Auburn and traveled northeast to a junction with SR 516 (then called SSH 5A) south of Maple Valley. Most of the SSH 5B path was rerouted in the 1950s.

Of the present SR 18 route, the westernmost segment, from SR 99 (previously known as PSH 1) east to Auburn, was approved in December 1954. In 1957, a section from Auburn northeast to SR 516 was also approved. In 1958, the state approved the next segments to the northeast, from the SR 516 junction to southwest of Maple Valley and from Maple Valley north to Hobart Road, with the final section from Hobart Road to the junction with Interstate 90 (previously known as PSH 2) approved the following year. The PSH and SSH naming conventions for state roads changed to the present numbering system in the 1960s.

1 PSH 2 had multiple, intersecting and diverging paths. The part of PSH 2 that belonged to SR 18 is a later addition to the PSH 2 network, dating to after 1925.
2 Washington State Department of Transportation, Real Estate Services, King County.

CHANGES

According to WSDOT's key maps, SR 18 was known previously in sections and at different times as PSH 2, PSH 5 and SSH 5B. The historic,pre-1950s, route differs substantially from the present route, which dates from the mid to late 1950s, with changes listed below. The road retains little to moderate integrity, with added noise walls, new guardrails and Jersey barriers. The northern extent of SR 18, from approximately milepost 21, retains the most integrity for the current route with little development and vivid scenery. There is sporadic new residential and strip commercial development south of milepost 21. With regard to the former SR 18 route, the SE Mud Mountain Road section retains some original concrete paving with no fog lines, no striping and no shoulders.

1954, established current section from junction SR 99 (PSH 1) to Auburn

1957, rerouted former section from Auburn to SR 516 (SSH 5A) to present corridor

1969, Interstate 5 to South 344th Interchange; also, 17th Street SW to South 285th Street

1970, Maple Valley Interchange

1972, Raging River Interchange to junction with SR 90 approved

1978, clearing, grading and paving SR 18 (SR 516 Interchange, Stage 1)

1990, 244th Ave SE interchange approved

1994, Issaquah-Hobart Road Interchange approved

1994, SE 304th Street Interchange vicinity

1995, SE 296th St. vicinity to SR 516 Interchange

1995, SR 516 Interchange to Cedar River vicinity approved

1999, C Street SW Interchange vicinity

1999 & 2001, Cedar River vicinity to SE 200th Street vicinity

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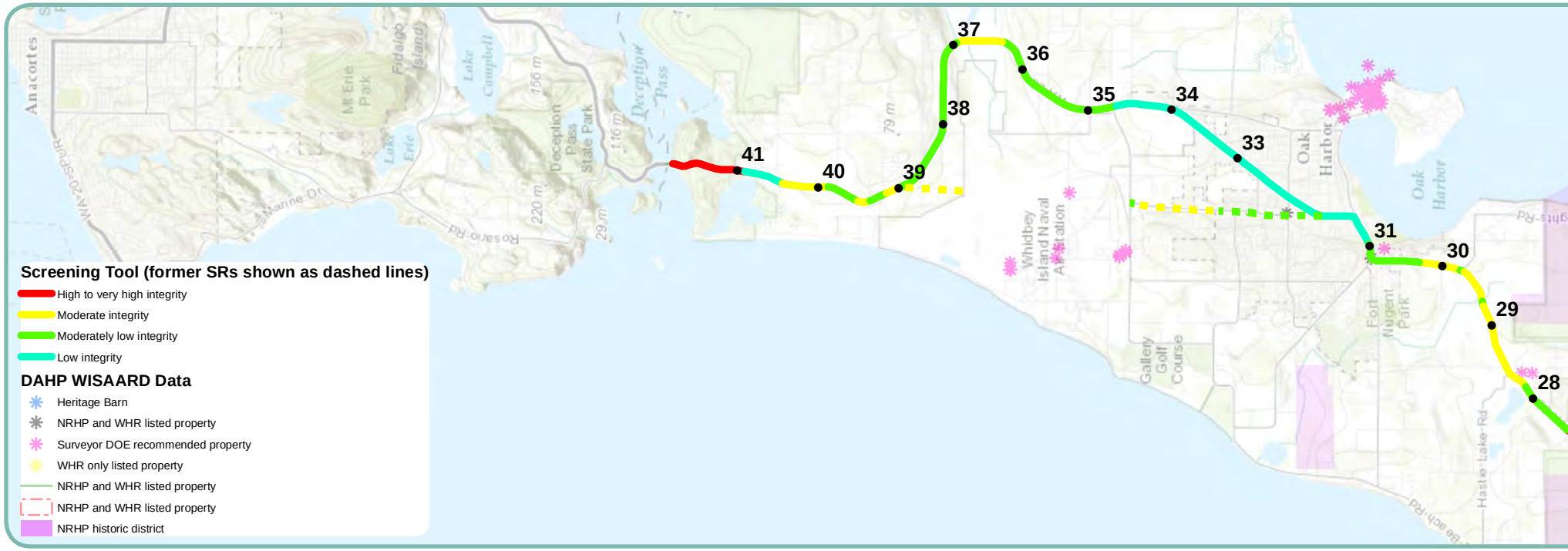


4.1.7 STATE ROUTE 20

Within this project area, SR 20 connects the Washington State-operated ferry terminal at Keystone with Deception Pass. The road continues into neighboring counties at either end—specifically, through Jefferson County after the ferry crossing to the south and Skagit County to the north. SR 20 and SR 525 together comprise Whidbey Scenic Isle Way, with spectacular views of the Olympic and Cascade mountain ranges, Deception Pass, multiple bays and inlets of Puget Sound, and historic farmsteads. The Whidbey Scenic Isle Way roads were the first island roads to be designated as Washington State Scenic Byways and are also part of the Cascade Loop, a Washington State scenic loop highway.

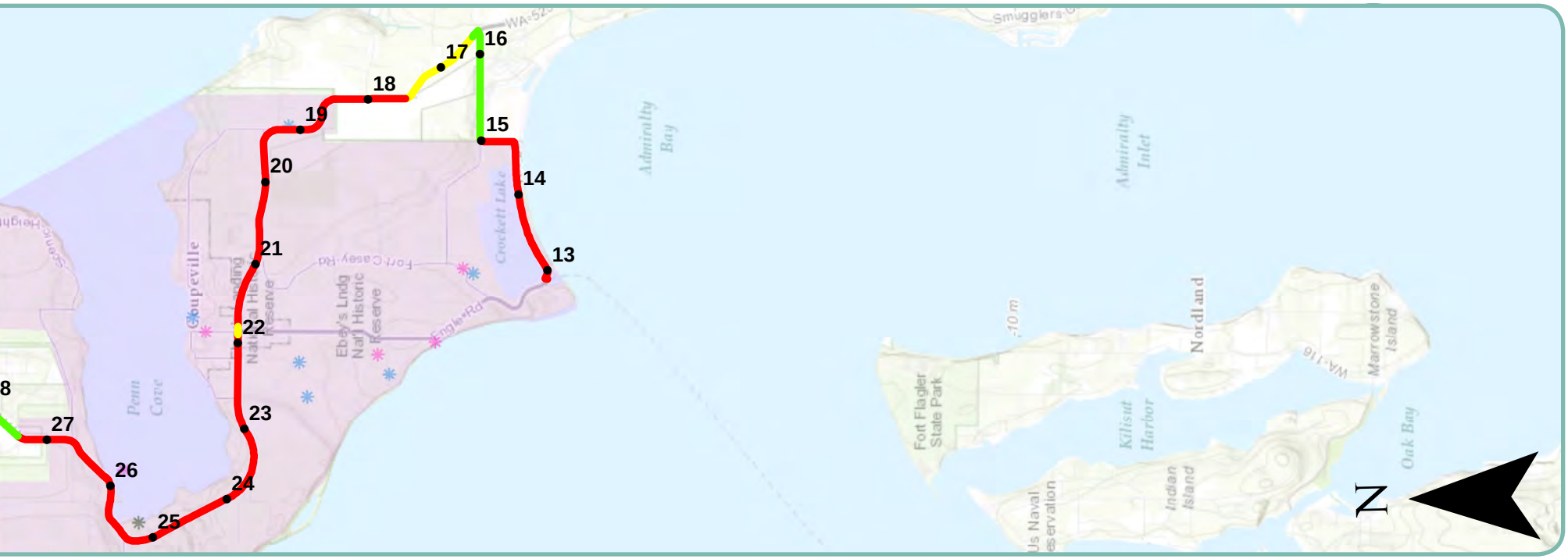
CHARACTER-DEFINING FEATURES

Former route

- Two lanes
- Narrow to no shoulders
- » Views of mountain ranges, Puget Sound, historic farmsteads

Current route

- Two lanes
- Narrow to no shoulders
- Rumble strips along center and shoulders
- Stoplights
- Ditches
- Fog lines, lane striping
- > Development set back from corridor, mostly forested/rural
- > Rustic, stone and log guardrails in vicinity of Deception Pass State Park and Bridge
- > Historic residential (including houses, auto courts, commercial and agricultural properties
- » Views of mountain ranges, Puget Sound, historic farmsteads



POINTS OF INTEREST

- Whidbey Island
- Naval Outlying Field Coupeville
- Ebey's National Historic Reserve
- Kineth, John Jr., Barn (WHBR)*
- Loers, Benjamin, House
- Coupeville
- Oak Harbor
- Neil Barn and Water Tower (NRHP)
- Deception Pass State Park
- Deception Pass Bridge
- Fort Casey State Park

*Due to the extent of farming on the island, there are many barns listed on historic registers along SR 20, and many more which may be eligible but which are not yet listed. Many are listed as part of the Ebey's Reserve district.

PLANNING AND CONSTRUCTION

SR 20 is an amalgamation of various historic roads, with multiple route changes over the years. Along the current route of SR 20, the oldest section dates to 1915, with additional sections from the 1920s. The most recently established section of the route appears to be from 1977, from the Keystone ferry terminal to the junction with SR 525.

Multiple historic road segments contributed to the present SR 20, including several constructed as permanent highways (PH). Approved in 1914 and completed in 1915, PH 1 (alternately known as Hulst Road No. 59) was the earliest known PH on Whidbey Island and occupied part of the current route between Oak Harbor and Penn Cove. A short piece of the northern section of SR 20, in the vicinity of Cranberry Lake, was initially constructed as PH 1H in 1922. PH 1A (1922 and PH 1B (1924) in the Oak Harbor vicinity also contributed lengths to SR 20 (SSH 1D). In the 1930s, the various permanent highways and other contributing roads came under the single name Secondary State Highway (SSH) No. 1D. The road from Deception Pass Bridge south to the junction with PH 1H was in place by at least 1936. According to the 1937 Session Laws, SSH 1D began at a junction with PSH 1 (now SR 20) in the area southeast of Anacortes, and from there stretched southerly via Deception Pass, continuing across Whidbey Island to the vicinity of Columbia Beach, where the Mukilteo-Clinton ferry lands (southeast portion of the

opposite page
1944 post card showing Deception Pass bridge, SR 20. Source: Washington State Historical Society.

island).[1] When the state highway system changed its naming conventions in the 1960s, SSH 1D became SR 525, which later divided into SR 525 and SR 20.

CHANGES

At the southern extent of SR 20, there is original roadway but little development along the corridor (slight to low integrity). There is high integrity within the historic reserve as well as within Deception Pass State Park. There is low to slight integrity along other sections of the road. In the Oak Harbor vicinity, there are added third or more lanes, concrete curb, sidewalks, median, and new development.

The former route of SR 20 occupied a path closer to the shoreline in general, in comparison to the current route which stays further inland. The former route passed through what is now the Naval Air Station (NAS) Whidbey Island, near Oak Harbor. The current route redirected around that facility between 1949 and 1955. Previously, SR 20 traveled directly through downtown Coupeville, whereas the present route only traverses the southern limits of the city. In 1957, WSDOT established the east-west segment between the Keystone Ferry Terminal and the SR 20/SR 525 junction. A reroute occurred in the Coupeville and Penn Cove vicinities between 1958 and 1963.[2]

Some examples of the known changes and maintenance include the following:

1949, surface maintenance on former SR 20 route through present NAS Whidbey Island

1954–1955, grading and surfacing of current SR 20 route from between mileposts 39 and 40 through Oak Harbor

1 *Session Laws*, 1937, Chapter 207, Sec. 2 (d), 995.

2 Washington State Department of Transportation, Engineering, Key Maps, Island County.

1957, Crockett's Lake vicinity (short north-south segment) work approved

1957, Keystone ferry connector road added (part of SR 20 now, previously labeled SR 113)

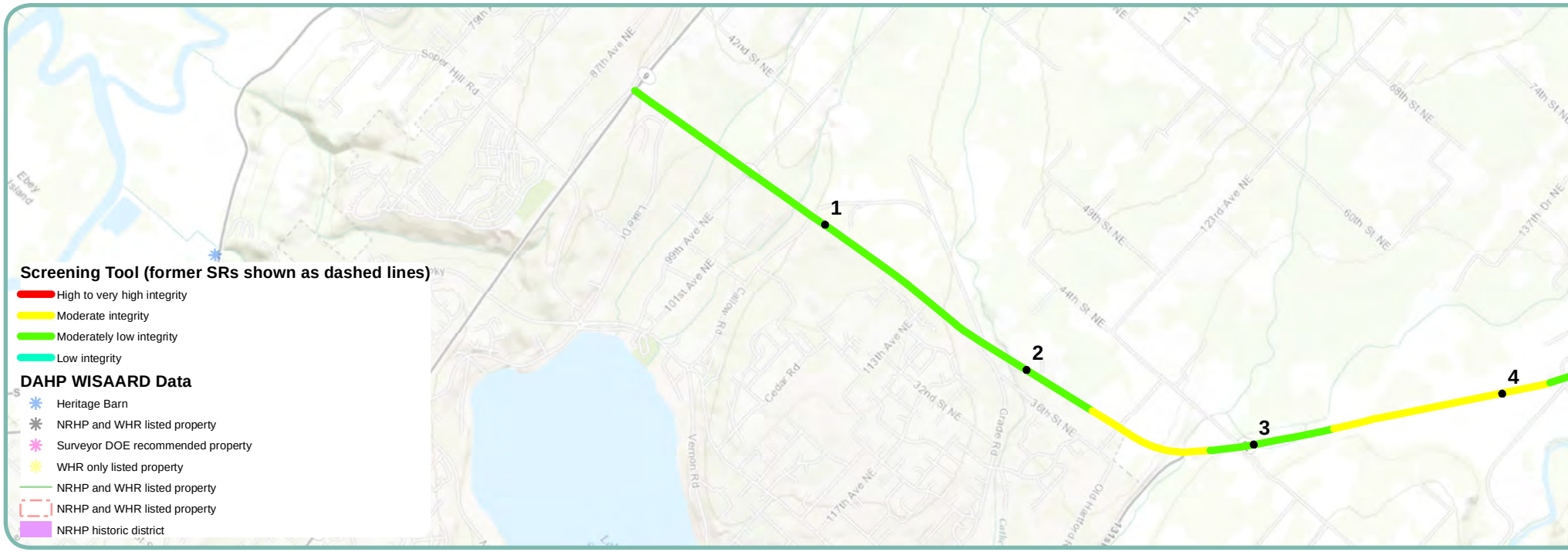
1963, Coupeville vicinity work (Jacobs Road to Libby Road)

1970, Keystone Ferry Terminal vicinity work approved

1976, Houston and Hastie Lake Roads channelization, including clearing, grading, draining, surfacing, and paving

1978, Keystone Ferry Landing to SR 525, including grading, draining, surfacing, paving, constructing asphalt traffic curb, seeding, and illuminating

right
Deception Pass Bridge dedication, 1935, looking north. SR 20. Source: Washington State Archives.



4.1.8 STATE ROUTE 92

Established within the state system of roads in 1937 as SSH 15A , the road segment now known as SR 92 begins at a junction with SR 9 northwest of Lake Stevens and travels northeast through Lochsloy before ending in Granite Falls.

CHARACTER-DEFINING FEATURES:

- Two-lane road

> Roadway flanked by rural development

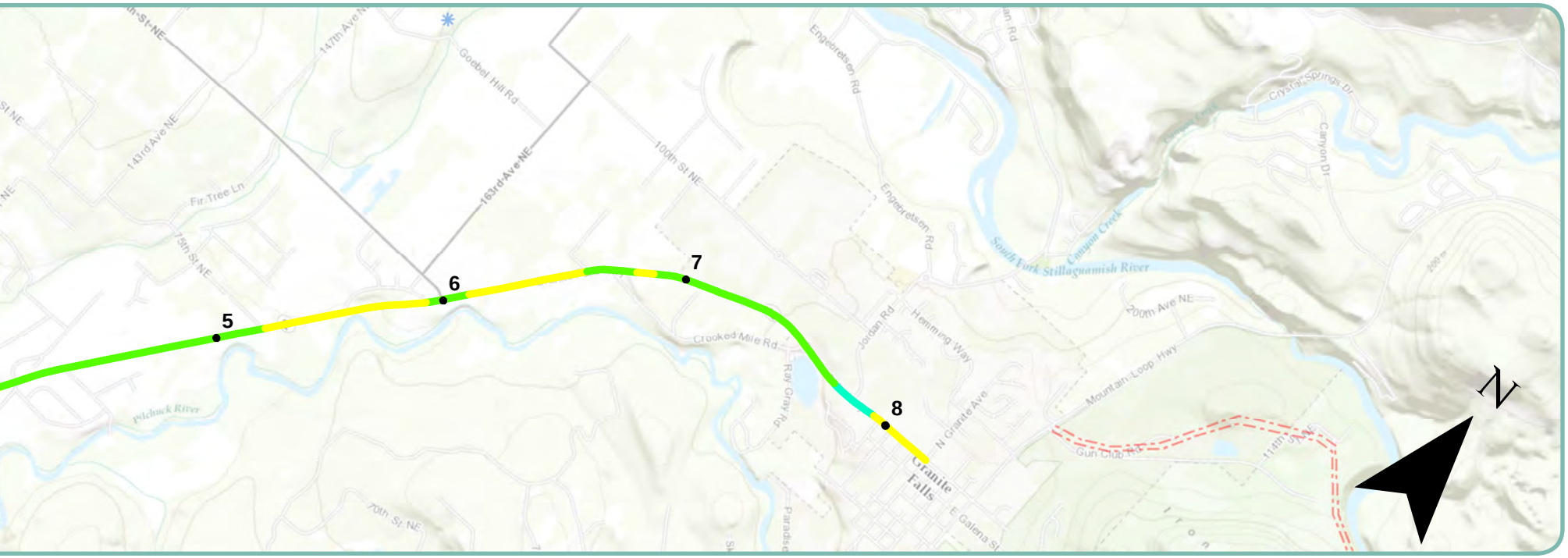
POINTS OF INTEREST:

◊ Granite Falls
◊ Historic barns

PLANNING AND CONSTRUCTION:

The state designated the road running northeast from a junction with PSH 15 outside of Everett to Granite Falls as SSH 15A in 1937.[1] Prior to the road's official inclusion within the state system of highways, the state financed construction of the road through the Permanent Highway program beginning in 1915.[2] The original alignment of the road follows the path of a former railroad line, running from north of Hartford out to Granite Falls. The state began paving sections of the road by 1916 and by 1940 a little more than nine miles of the road were improved.[3] According to maps of the route, a portion of the road ran concurrently with SSH 1A.[4]

1 *Session Laws*, 1937, Chapter 207, Section 16[a], 1010.
2 Permanent Highways 14, 23, 24, 41, 51, 57, and 61.
3 State of Washington Department of Highways, Biennial Report 1939-1940.
4 Washington State Department of Transportation, Engineering, Snohomish County.



CHANGES:

SR 92 remains primarily a two-lane road traveling through rural Snohomish County. The road originally passed through the Hartford and Lake Stevens communities, curving along the north shores of Lake Stevens. By 1969, the state realigned the route, bypassing Hartford to cut west to SR 9.[5] In addition to the realignment, general alterations to the route include shoulder widening, repaving, and new lane markers. Maps from the state Department of Transportation indicate the following work was approved on the road:[6]

1915, Permanent Highway 14, Granite Falls Southwest, grade and surface

1916, Permanent Highway 23, Vernon Road, cement concrete pavement

1916, Permanent Highway 24, Hartford easterly, grade and surface

1920, Permanent Highway 41, Everett-Granite Falls, cement concrete pavement

1928, Permanent Highway 51, Vernon Road, cement concrete pavement

1930, Permanent Highway 57, Lake Stevens westerly, cement concrete pavement

1932, Permanent Highway 63, Vernon Road, cement concrete pavement and timber trestle

1958, Junction SSH 1A to Granite Falls, asphalt concrete pavement, surface on shoulders

1960, Junction SSH 1A to Hartford, grading and surfacing

1961, Lutkens Corner to Callow Road, asphalt concrete pavement

1961, Junction SSH 1A to Hartford, surface and asphalt concrete paving

1965, Hartford to Gethcell Road, surface and paving with asphalt concrete

1971, Vicinity 84th Street NE to Granite Avenue, grade, surface, widen existing pavement with asphalt concrete, pave with asphalt concrete, remove concrete guardrail and construct cement concrete curb and sidewalks

5 1969_AR_3362_a_Page_1G.
6 Washington State Department of Transportation, Engineering, Snohomish County.

1973, District 1, districtwide remove lane markers and install new lane markers and mileposts

1978, Getchell Road to 172nd Street, et al., application of asphalt concrete pavement class G, utilities

1989, Districtwide seal, surface with BST, pavement repair, pave with asphalt concrete pavement, crack sealing

Undated, 84th Street to Granite Falls, realign horizontal curves, grade, wetland and biological mitigation, pave with asphalt concrete pavement, signals, illumination

1994, Junction 131st Avenue NE channelization, pave with asphalt concrete, erosion control, install beam guardrail, permanent signage

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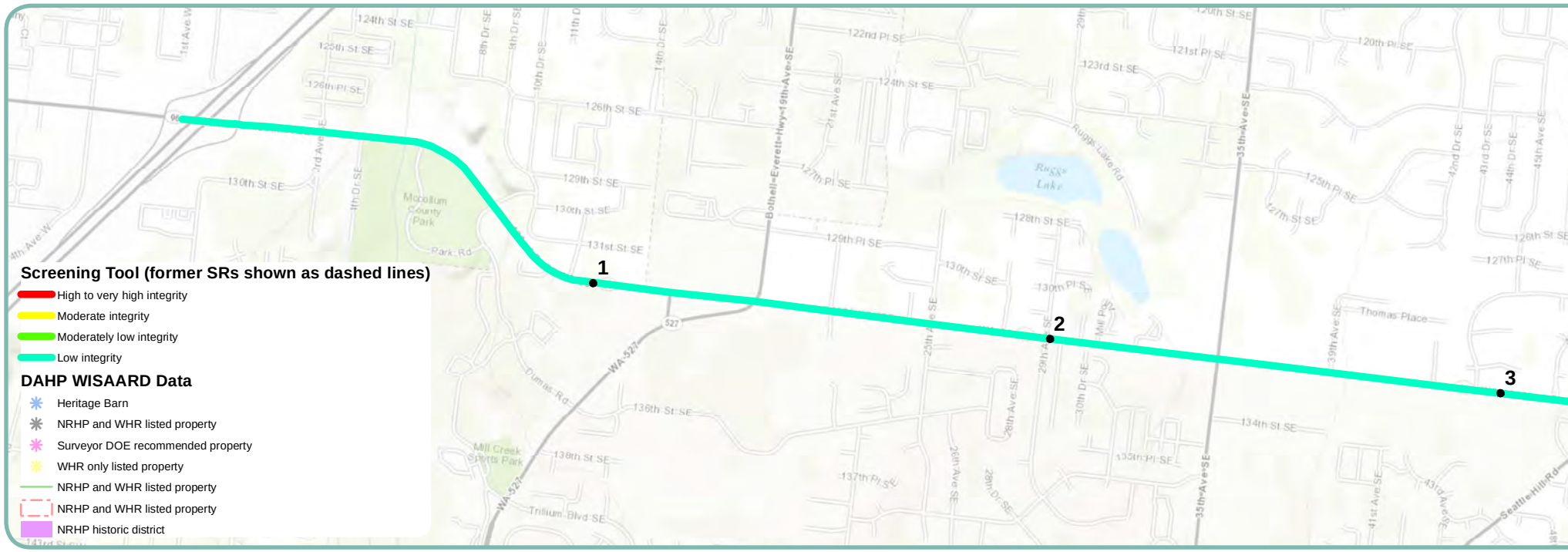


4.1.9 STATE ROUTE 96

State Road (SR) 96 connects Interstate 5 north of Mill Creek with SR 9 to the east, all within Snohomish County. SR 96 is also referred to as Lowell Larimer Road, Seattle Hill Road, 132nd Street SE, and 128th Street SE, depending on location.

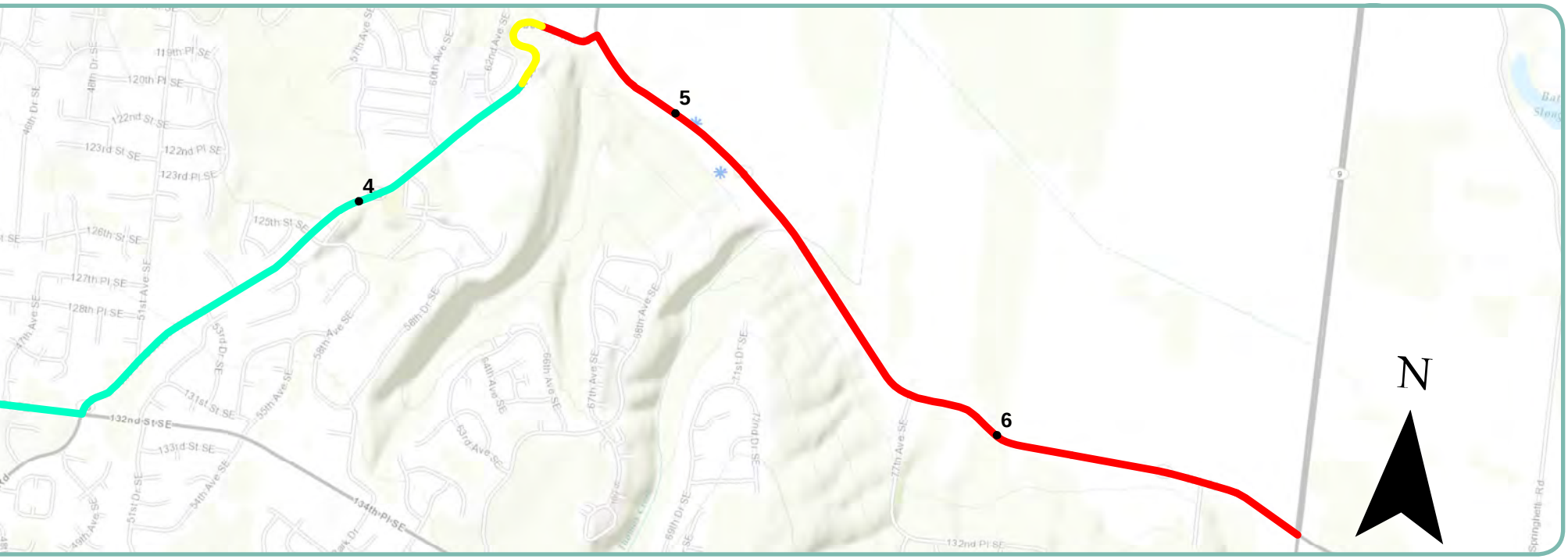
CHARACTER-DEFINING FEATURES

All of the following character-defining features occur between mile post seven and just west of mile post five:

– Two lane, no shoulders, narrow road
> Working farms built immediately adjacent to the roadway
» Views of the Cascade Mountains and valley

POINTS OF INTEREST

◊ Seattle Hill-Silver Firs
◊ Bounds, Ray Barn (WHBR)
◊ Morgan, Bill Farm (WHBR)

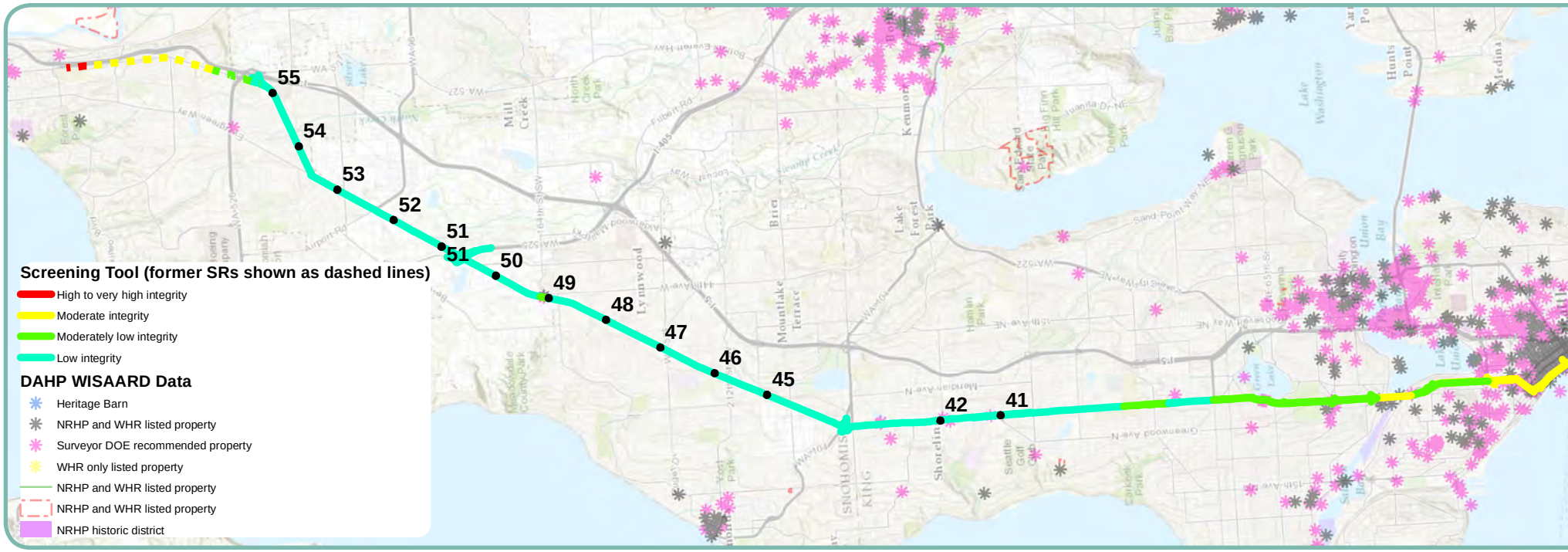


PLANNING AND CONSTRUCTION

The State of Washington approved the incorporation of this route into the state road system in 1992 via the Road Jurisdiction Transfer legislation. Various existing road segments, most without historic names labeled, were consolidated into one route and officially adopted as SR 96 in 1996.

CHANGES

Roadway west of mile post four has been widened to multiple lanes with signaled intersections



4.1.10 STATE ROUTE 99

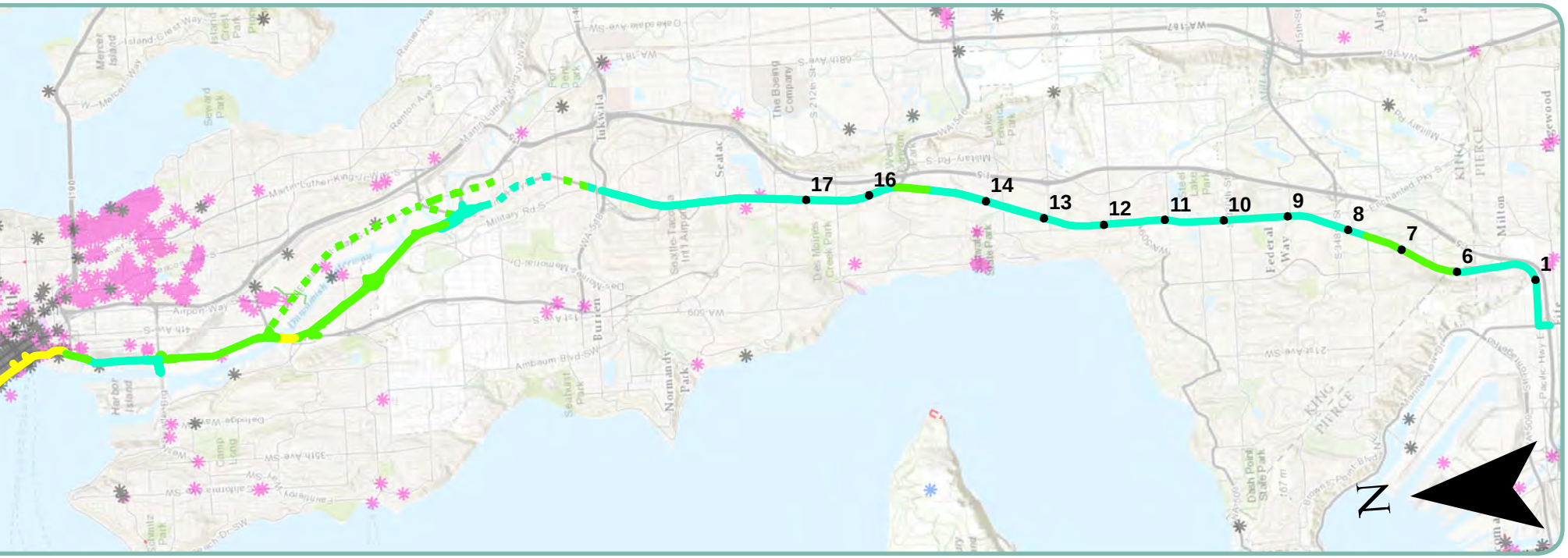
The road segment now known as SR 99 or Pacific Highway begins at a junction with SR 18 in Fife. The road travels north, passing through Federal Way and Seatac, to a junction with SR 518 in Tukwila. The road then picks up at a junction with SR 599 in Tukwila and continues through Seattle, Shoreline, Edmonds, Lynwood, and Picnic Point-North Lynwood before ending at a junction with I-5 in Everett.

CHARACTER-DEFINING FEATURES:

- Sidewalks
- Auto-related businesses flank roadway
- Concrete pedestrian overpasses
- Tall metal and neon signs, reflecting mid-century automobile culture

POINTS OF INTEREST:

- Museum of Flight
- Boeing Field
- Building No. 105, Boeing Airplane Company
- Seattle's South Downtown (SoDo) neighborhood
- Alaskan Way Viaduct
- Port of Seattle
- Downtown Seattle
- Woodland Park
- Green Lake
- Keeler's Korner, NRHP-listed listed service station



PLANNING AND CONSTRUCTION:

The roadway originally known as the Pacific Highway and later PSH 1 was proposed in the 1911 Session Laws and established in 1913.[1] The road shows up as a proposed state road on maps from 1909.[2] Sections of the route pre-dated the road's inclusion within the network of state highways. The road may have followed an alignment between Tacoma and the King-Snohomish county line, previously known as the R.F. Morrow Road, by 1901.[3] The route appears to have been officially extended to Blaine in the north and Vancouver to the south (outside of the project area) with the 1913 Session Laws.[4] The road was later named SR 1 before its designation as SR 99.

CHANGES:

SR 99 is more than 50 miles in length and goes through several cities and suburban developments. The road is now primarily a multiple-lane highway with alternating divided and undivided sections. General alterations include repaving, widening, new intersections and added signage, illumination, and guardrails. The route appears to have also been realigned at one point, with a 1921 map indicating the road shifted west of its earliest alignment.[5] The construction of Interstate 5 through the 1950s and 1960s shifted a significant portion of commuter traffic away from SR 99.[6] Maps from the state Department of Transportation indicate the following work was approved on the road:[7]

opposite page
1962 view of Pacific Highway (SR 99) through Midway, near Des Moines. Source: Washington State Archives.

1 *Session Laws*, 1911, Chapter 128, Section 1, pg 641; *Session Laws*, 1913, Chapter 65, Section 2a, 221.
2 1909_AR_A11G
3 Washington State Department of Transportation, "SR 99 North: North End of Battery Street Tunnel to N. 145th Street Route Development Plan,"
4 *Session Laws*, 1913, Chapter 65, Section 2a, 221.
5 1921_AR_1067G.
6 In 1953 the state authorized the study and, if feasible, the construction of a toll road expressway between Tacoma and Everett via Seattle. *Session Laws*, 1953, Chapter 185, pg. 393.
7 Washington State Department of Transportation, Real Estate Services, SR 99.

1910, State Aid Road No. 27, Seattle to Foy, grading

1922, Permanent Highway 4, North Trunk Boulevard, brick pavement

1923, Redondo to Tacoma

1925, Redondo to Seattle

1923, King County Line to Everett

1923, King County Line to Everett, widths added

1927, King County Line to Everett Paving, 1927

1928, Everett Broadway to Poe Highway

1927, Seattle–Snohomish County Line, grading

1927, Redondo to Tacoma, concrete pavement

1928, Kent–Des Moines Road–Seattle, concrete pavement

1929, Aurora Avenue, Lake Union Bridge, 1929

1929, SR 99, Seattle to Snohomish County Line, concrete pavement

1930, Kent Des Moines Road–Kits Corner, cement concrete pavement

1931, King County Line to Oak Road, cement concrete pavement

1931, Oak Road to Beverly Park, cement concrete pavement

1932, Everett City Limit Broadway Street South extension

1948, North 115th Street to North 160th Street

1948, North 115th to North 150th Street

1948, SR 99, North 115th Street to North 160th Street (SH 11)

1963, SR 99, SSH No 5A to SSH No 2J Channel

1948, Everett South Broadway cut-off

1948, PSH 1 (SR99) North 115th Street to North 160th Street

1953, Certified to City of Everett (area west of current route, just south of intersection with SR 2)

1958, Pierce County Line–South 160th Street, asphalt concrete pavement, resurfacing

1959, Aurora Avenue, North 103rd Street–North 145th Street in Seattle, asphalt concrete pavement over existing roadway

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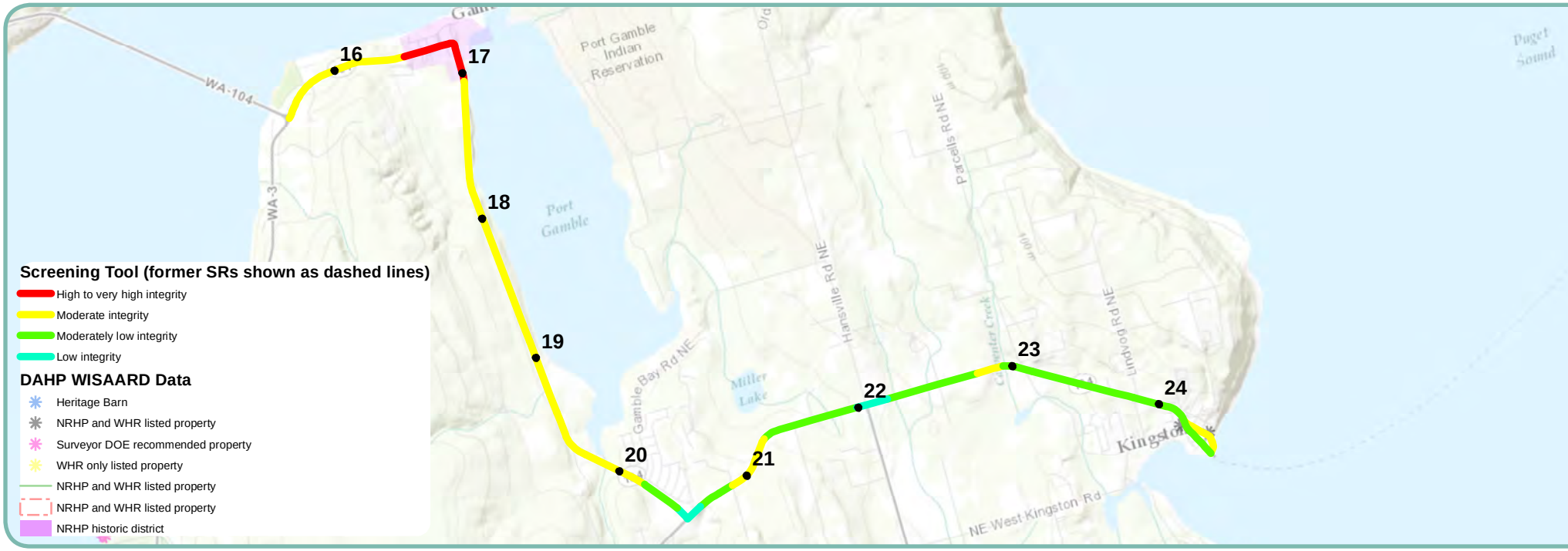


4.1.11 STATE ROUTE 104

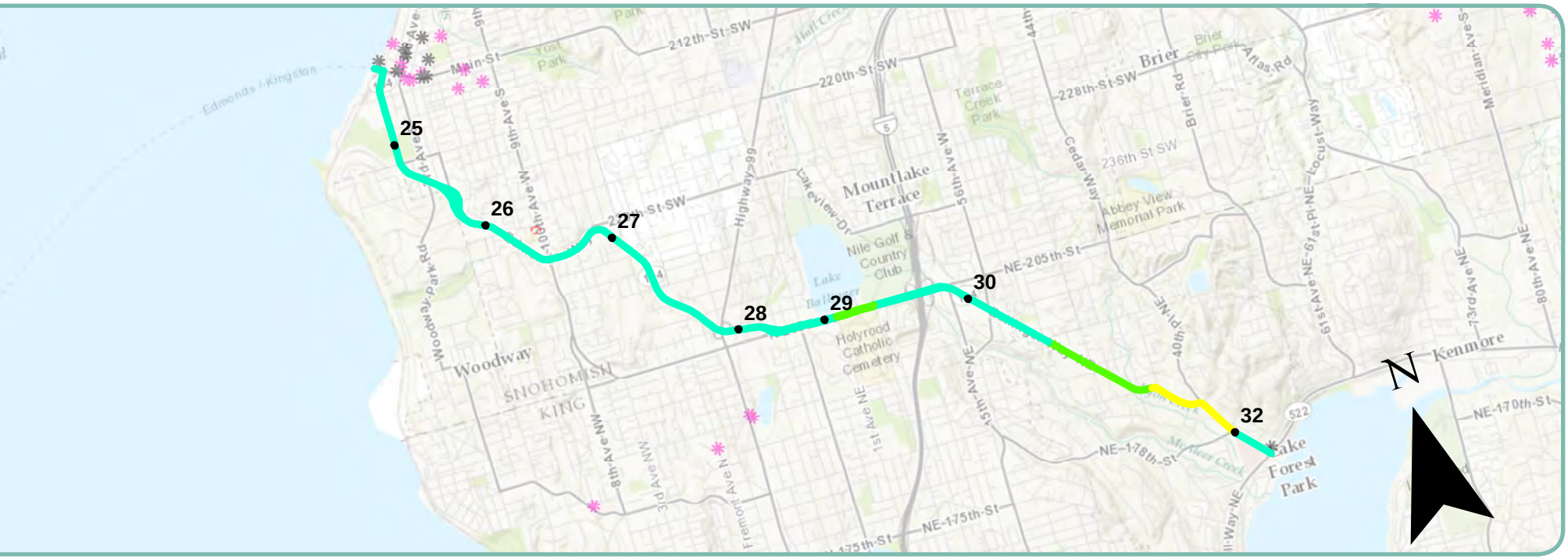
First included within the network of state roads as portions of PSH 21, SSH 1W, and SSH 2B, the road segment now known as State Route 104 begins at a junction with State Route 101 south of Discovery Bay in Jefferson County and continues in a southeast direction. It enters the project area at the Jefferson and Kitsap county border at the Hood Canal Bridge and continues east to a junction with SR 3 near Port Gamble before turning south then east to the state ferry terminal at Kingston. After the ferry crossing, the state road continues southeast from the ferry terminal at Edmonds, through a junction with SR 99 at the Snohomish-King county border, to a junction with SR 522 near Lake Forest Park.

CHARACTER-DEFINING FEATURES:

- – Two lanes
- – Narrow shoulders
- > Ditches flank roadway in Port Gamble vicinity
- > Rural character
- » Scenic views of Port Gamble NHL
- » Periodic glimpses of Hood Canal, Gamble Bay, and Elliott Bay

POINTS OF INTEREST:

- ◊ Port Gamble (Port Gamble NHL)
- ◊ Gamble Bay
- ◊ Kingston
- ◊ Kingston School House (NRHP-listed)
- ◊ Kingston Hotel (NRHP-listed)
- ◊ Edmonds
- ◊ Lake Forest Park
- ◊ Puget Sound
- ◊ Hood Canal
- ◊ Hood Canal Bridge (William A. Bugge Bridge)
- ◊ Elliott Bay



PLANNING AND CONSTRUCTION:

SR 104 began as two wholly separate sections of road, divided by Elliott Bay. The Kitsap County portion, between the Hood Canal crossing and Kingston, began as an unpaved gravel road, appearing on maps by 1918.[1] The road section was included within the larger PSH 21 or Kitsap Peninsula Highway by 1937.[2] For the road section between Edmonds and Lake Forest Park, the state appears to have approved improvements by 1915, financed through the Permanent Highway program.[3] In 1937 the state included this road section within the state system of roads as SSH 1W and SSH 2B.[4] The two routes continued to remain distinct even after the establishment of an auto ferry connecting Kingston and Edmonds in 1923.[5] The roads continued to be separate even when the State of Washington took over ferry service in the early 1950s. By 1970, the roads had been combined to form SR 104.[6]

1 AR_726

2 *Session Laws*, 1937, Chapter 190, Section 19, 941.

3 Washington State Department of Transportation, Engineering Division, Permanent Highway 12, Snohomish County.

4 *Session Laws*, 1937, Chapter 207, Section 2(v) and Section 3(b), 998.

5 "A Brief History of the Port of Edmonds," *Port of Edmonds*, May 2009, www.portofedmonds.org/history.pdf (accessed May 17, 2013).

6 *Session Laws*, 1970, Chapter 51, Section 36, pg. 358.

CHANGES:

The portion of SR 104 located in Kitsap County remains a two-lane road but exhibits the following general alterations: widened shoulders, new intersections, patches of new development, and other various improvements including added striping and rumble strips. In 1972 the state realigned SR 104 near the Edmonds-Kingston ferry terminal, shifting the route to the west, off of Third Avenue. The portion of SR 104 in Snohomish and King Counties is a widened highway with shoulders or sidewalks, with varying numbers of traffic lanes. Maps from the state Department of Transportation indicate the following work was approved on the road:[7]

7 Washington State Department of Transportation, Real Estate Services, SR 104.

1915, Permanent Highway 12, Edmonds–North Trunk Extension, grading and surfacing

1926, Port Gamble to Kingston, grading

1926, Port Gamble to Kingston, crushed gravel surfacing

1932, Improvements between Poulsbo and Port Gamble

1932, Permanent Highway 66, Edmonds South, grading and surfacing

1938, Lake Forest Park to Junction PSH No. 1, grading, surfacing

1938, Lake Forest Park to Junction PSH No. 1, paving, cement concrete pavement

1957, Port Gamble to Kingston, bituminous surface treatment

1958, Improvements on Hood Canal Bridge and approach structure

1959, Improvements on Hood Canal Bridge east approach

1960, Hood Canal Bridge, approach highway

1964, Snohomish–King County Line vicinity channelization, signal and illumination systems

1965, Nile Temple to 19th Avenue NE, pave with asphalt concrete, storm drainage

1966, 236th Street SW to Sixth Avenue, in Edmonds, and Sixth Avenue in Edmonds to Lynnwood, surfacing and construing asphalt concrete pavement

1966, Edmonds vicinity drainage and Evergreen Point Toll Plaza East, pave with asphalt concrete, construct asphalt curb

1970, Edmonds: Dayton Street to Pine Street, install temporary drain and settlement

1971, SR 99 to Fifth Avenue NE, surface with asphalt concrete pavement, cement concrete curbs, rock retaining walls, traffic signals

1973, Dayton Street to Fifth Avenue, asphalt concrete pavement, cement concrete curbs and sidewalk, rock fascia walls, guardrails, illumination and erosion control

1973, District Seven traffic Lane Marker Replacement

1991, Improvements between Port Gamble Road and Bond Road vicinity

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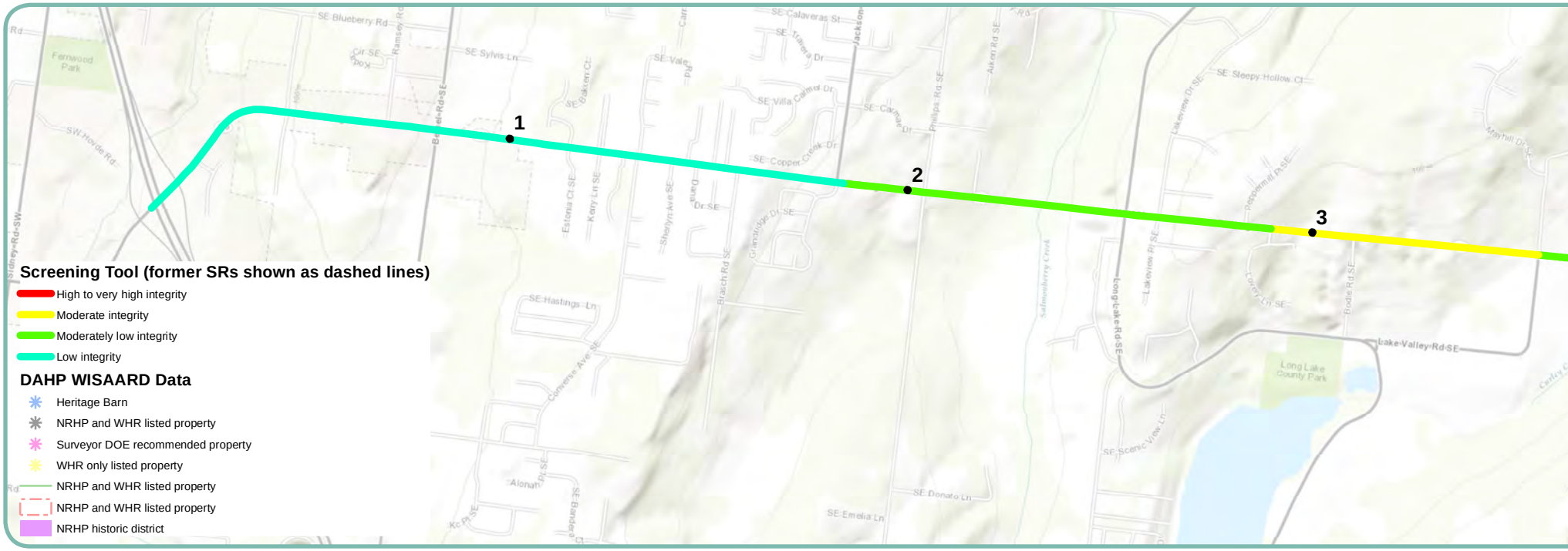


4.1.12 STATE ROUTE 160

SR 160 was originally included within the network of SRs as a portion of the Navy Yard Highway and later PSH 14. The current alignment of the road segment known as SR 160 was established in 1991 by connecting a series of pre-1948 county roads and begins at a junction with SR 16 south of Port Orchard and continues east on Sedgwick Road to the ferry terminal at Point Southworth. The ferry system carries the route east to Vashon Island and on to Fauntleroy.

CHARACTER-DEFINING FEATURES:

- – Paved shoulders
- – Ditches on either side of roadway
- > Houses and farms set back from road
- » Rural setting, fairly natural and partially wooded

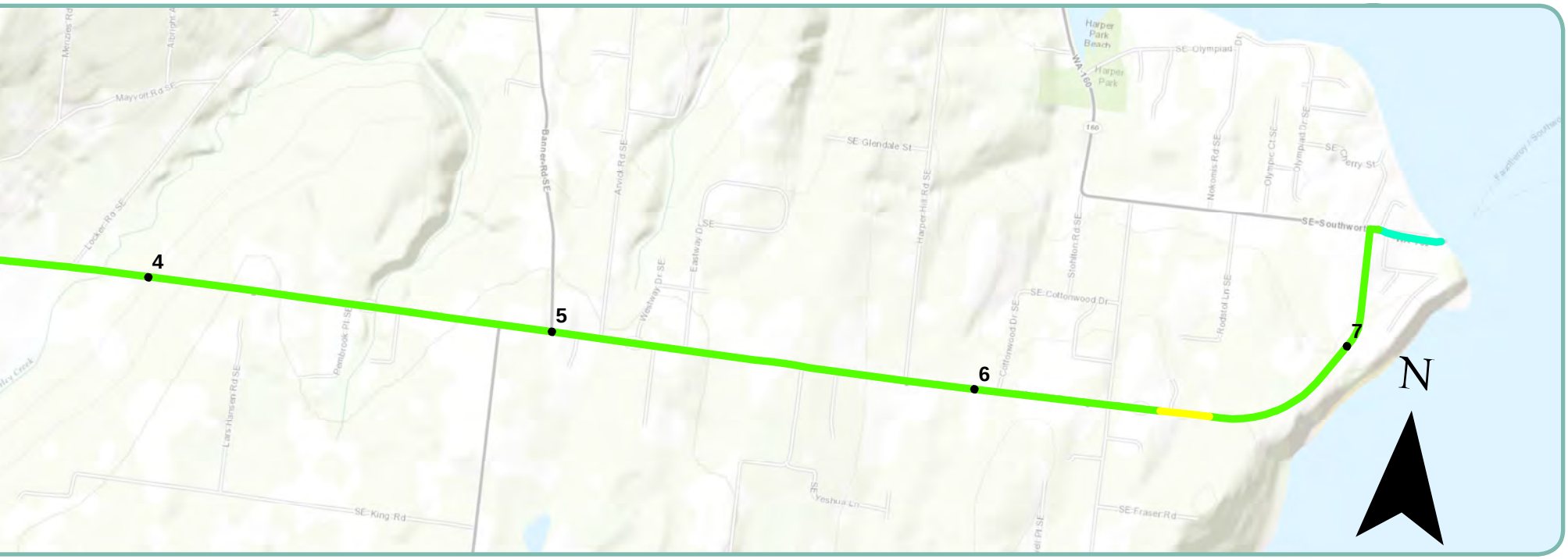
POINTS OF INTEREST:

- ◊ Southworth Ferry Terminal

PLANNING AND CONSTRUCTION:

The branch of PSH 14 or the Navy Yard Highway extending from Port Orchard east to the ferry landing at Harper was established in 1923.[1] The road began west of Port Orchard and curved along the shoreline of Sinclair Inlet until turning directly east. The route continued east before turning south at Colby on Yukon Harbor and continuing on to Harper. The route was renamed SR 160 in 1964 when the state renumbered its highways.

1 *Session Laws*, 1923, Chapter 185, 631.



CHANGES

In 1991, the state altered the alignment of SR 160 to travel from the Southworth Ferry Terminal directly west to a junction with SR 16, south of Port Orchard.[2] This new alignment went into effect in 1996. The former SR 160 route through Port Orchard was renamed SR 166 in 1993.

In addition to the realignment, maps specific to SR 160 from the state Department of Transportation indicate the following work was approved on the road[3]:

1925, Port Orchard vicinity

1928, South Colby to Harper

1929, Port Orchard to Colby

1931, Port Orchard to Tidewater Creek

1933, Port Orchard Pavington Bay Street

1944, Retsil Ferry Dock and Parking Lot

1951, Blackjack Creek Bridge and approach

1954, Blackjack Creek to Harrison Avenue to City of Port Orchard

1957, Point Southworth Ferry Terminal

1958, Point Southworth to Harper

1965, Wilson Creek Road to Sedgwick Road

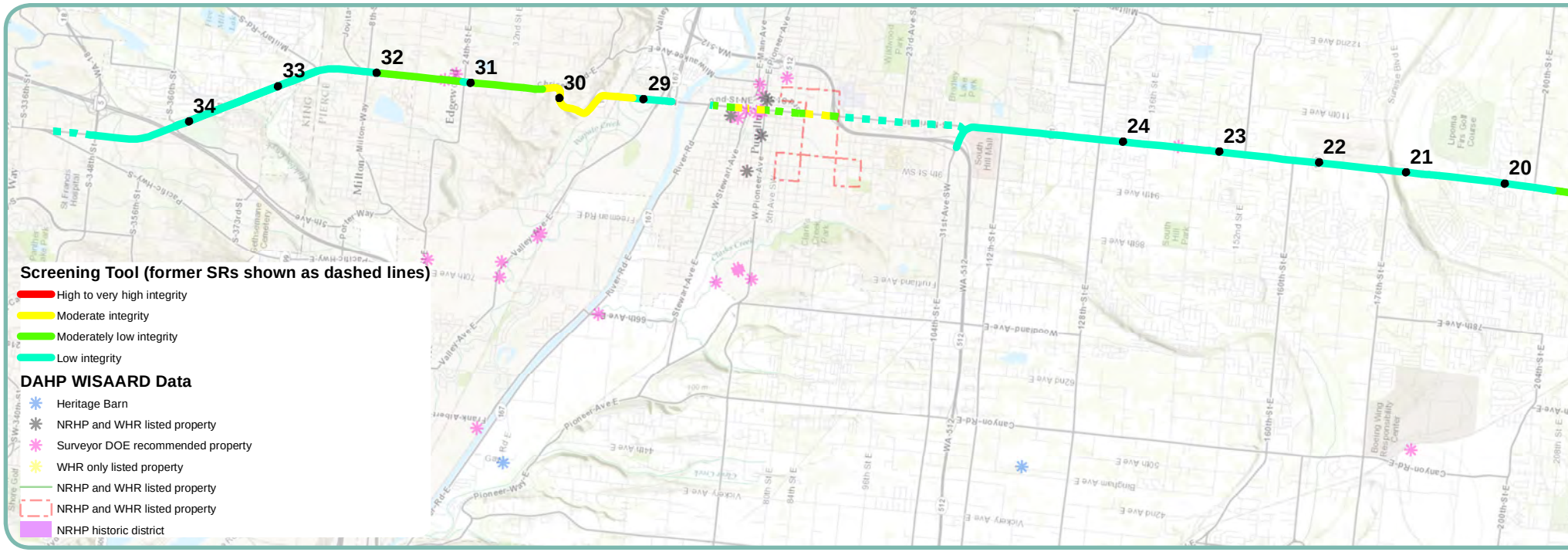
1980, Blackjack Creek to Bethel Road

1996, Junction SR 16 east to Southworth Ferry Terminal

2004, Brasch Road SE to Peppermill Place SE vicinity

2004, SR 16 to Brasch Road SE

2 *Session Laws*, 1993, 1718, 1719.
3 160_key_PLGE546 and 160_key_PLG6CFO.



4.1.13 STATE ROUTE 161

SR 161 is a north-south route in King and Pierce counties. At the north end, SR 161 begins at South 348th Street (at a junction with SR 18) and heads south past Milton and Edgewood. Just before crossing the Puyallup River, SR 161 merges with SR 167. Per WSDOT classification, SR 161 stops north of the river and begins again south of the river, where SR 167 branches away from SR 161. From there, SR 161 continues south until the south terminus at an intersection with SR 7. SR 161 is also known as Meridian Avenue East for much of its length. This road cuts through historic downtown Puyallup and the Pierce County Fairgrounds, as well as other communities listed below under Points of Interest.

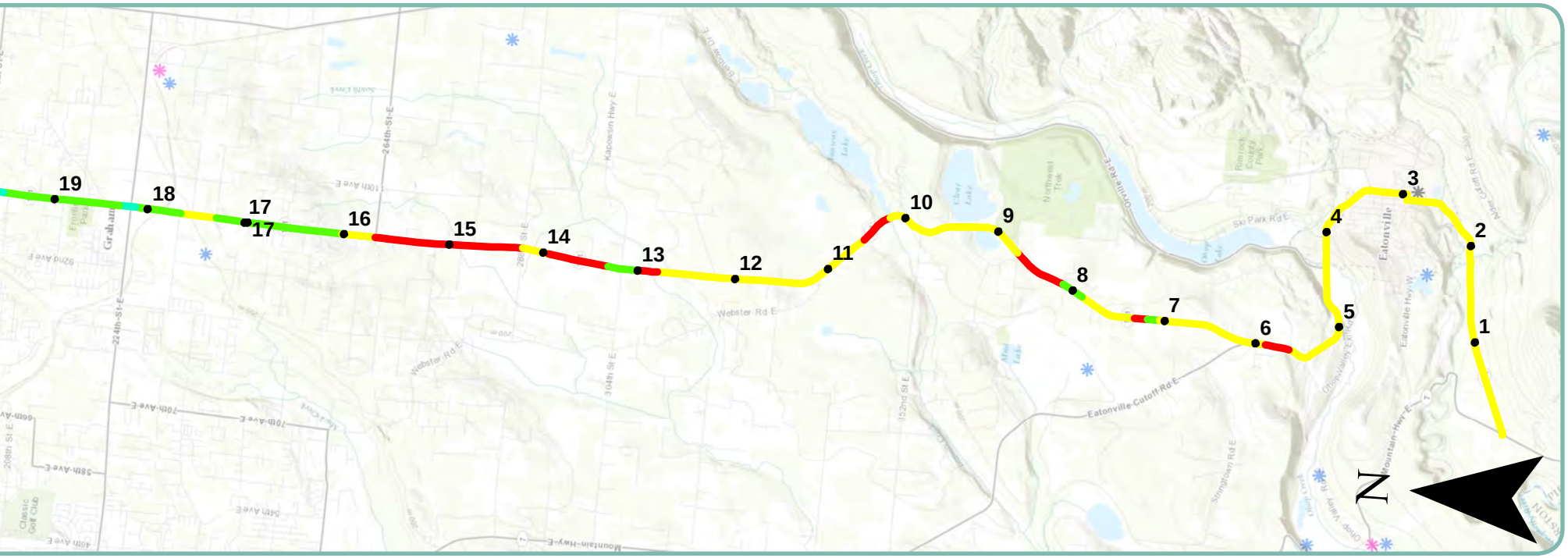
CHARACTER-DEFINING FEATURES

- Two-lane road, some sections remain between Edgewood and the south terminus
- Fog lines, limited remaining sections
- Soft/gravel shoulders in Eatonville vicinity (approximately between mile 13 and Eatonville city limits, as well as south of Eatonville)

> Views of farmland, Puyallup River, Clear and Tanwax lakes, Mount Rainier and foothills, and the Puyallup Valley

POINTS OF INTEREST

- Edgewood Grange
- Puyallup
- Pierce County Airport (Thun Field)
- Graham
- Jim's Corner
- Tanwax Lake
- Clear Lake
- Eatonville
- Millpond Park/George Smallwood Park
- SR 161 Mt. Rainier Viewpoint, also:
- Peace Lutheran Church, WHR, PI00626
- Ezra Meeker Mansion, WHR/NR, PI00099
- Puyallup Assembly Center (WA State Fair Grounds), WHR district, PI00565
- Barn, WH-Barn, PI00929



- Barn, WH-Barn, PI00809
- Fred Guske Barn, WH-Barn, PI00817
- Van Eaton, Thomas Cobb Barn, WH-Barn, PI00959
- Barn, WH-Barn, PI00928
- John Galbraith House, WHR/NR, PI00266

PLANNING AND CONSTRUCTION

Present-day SR 161 includes portions of former roads, the earliest dating from 1923. Former roads that contributed segments to SR 161 include Permanent Highways (PH) 24, 40, 47 and 49 along with Secondary State Highways 1X, 5D, 5G and 5N. PH 40 was completed in 1931, followed by PH 47 in 1932 and PH 49 by approximately 1933. These three sections were compiled under the same name, SSH 5D, by 1938. The section of SR 161 from Puyallup south to former SR 512, formerly known as part of PH 24 and later SSH 5G, was completed in 1925. The southernmost section of SR 161, formerly labeled SSH 5N, was established by state legislation in 1955. SSH 5N extended from Puyallup to Eatonville and incorporated a small section of the pre-existing SSH 5G.

Key maps indicate that the road was constructed in sections as follows:

1923, Meridian Street extension North Road

1925, PH 24 completed (Woodland-Meridian, later part of SSH 5G)

1931, PH 40 Puyallup-Edgewood Road

1932, PH 47 Puyallup-Edgewood Road

1932, PH 49 Puyallup-Edgewood Road

1955, SSH 5N established by Legislative Act, from Puyallup south to Eatonville

CHANGES

Most of SR 161 has been widened to three and five lanes, with shoulders widened and paved, new guardrails and signage added, and extensive roadside development completed. The more intact sections remain generally between mileposts 28 and 30 (Puyallup and Edgewood) as well as between approximately milepost 16 (south of Graham) and the south terminus of the road.

Road specific maps from the state Department of Transportation indicate work was approved on SR 161 in 1957, 1967, 1968, 1985, 1987, 1997, 1998, 2000, 2006, and 2007. A short north extension was approved in 1967, from SR 512 (former SSH 5G) to 96th Street. The original route from there into Puyallup changed, with straight road segments certified to the city in 1974–75 (from the bends north).

Specific years and areas of work are:

1939, grading and surfacing between the Pierce-King county line and Kits Corner; oiling of roads throughout the district

1957, within the SSH 5N stretch, work on the Graham to Mitchell-Gould Co. Road approved

1959, section from Puyallup southern city limits to former SR 512 paved (formerly SSH 5G)

1967, SR 512 McEachron Road to 96th Street

1968, SR 512 96th Street to junction SR 167

1974-75, sections in the Puyallup vicinity certified to City and County (former sections)

1985, 136th Street East to 110th Street East

1987, 176th Street East to 136th Street East

1997, Milton Way to South 360th Street

1998, 234th Street East to 224th Street East

1998, 224th Street East to 176th Street East

1998, 176th Street East vicinity

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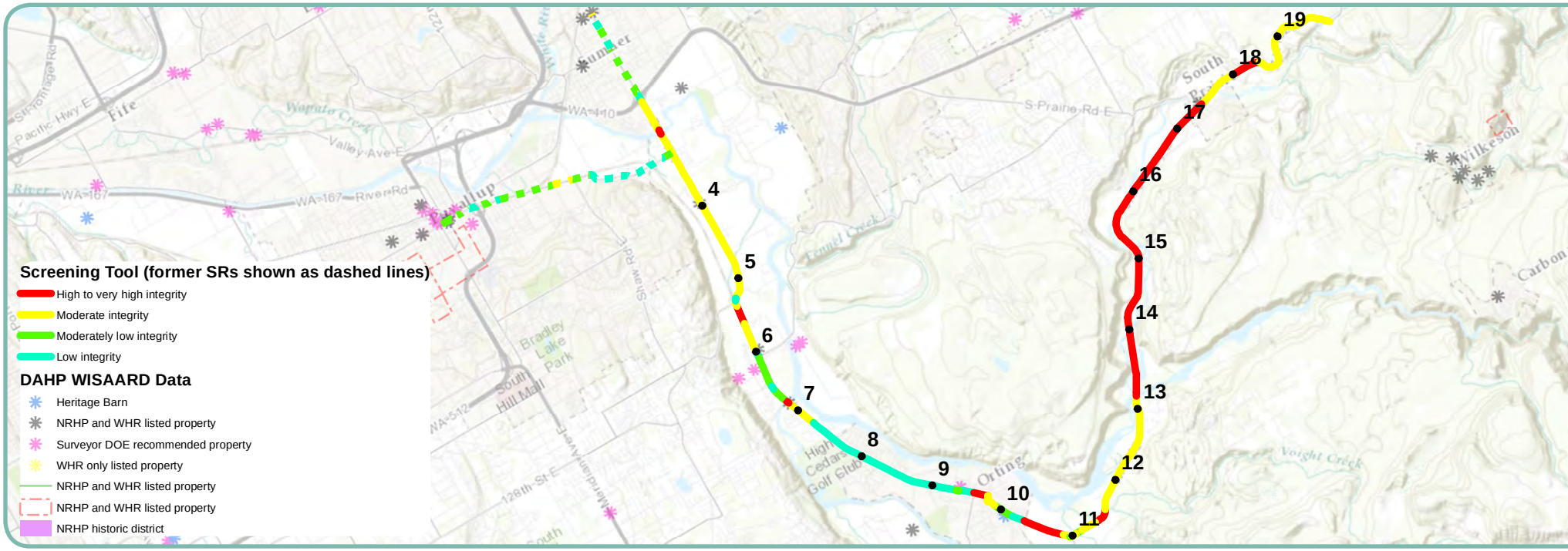


4.1.14 STATE ROUTE 162

State Road (SR) 162 stretches from the intersection with SR 410 in Puyallup south to Orting before swinging northeast through South Prairie. SR 162 terminates at a junction with SR 165 southwest of Buckley. Parts of SR 162 are also known as Pioneer Way East, Valley Avenue East, Orting Highway, Old Pioneer Way NW, and Washington Avenue.

CHARACTER-DEFINING FEATURES

- Two-lane road
- Some sections of soft shoulders extant, for example between Puyallup and Alderton
- Narrow paved shoulders along most of route, including near McMillin Bridge and south of Orting
- Ditches
- Fog lines

> Railroad tracks parallel, alternately a recreational trail, along almost entire route

> Steel railroad bridges adjacent to road

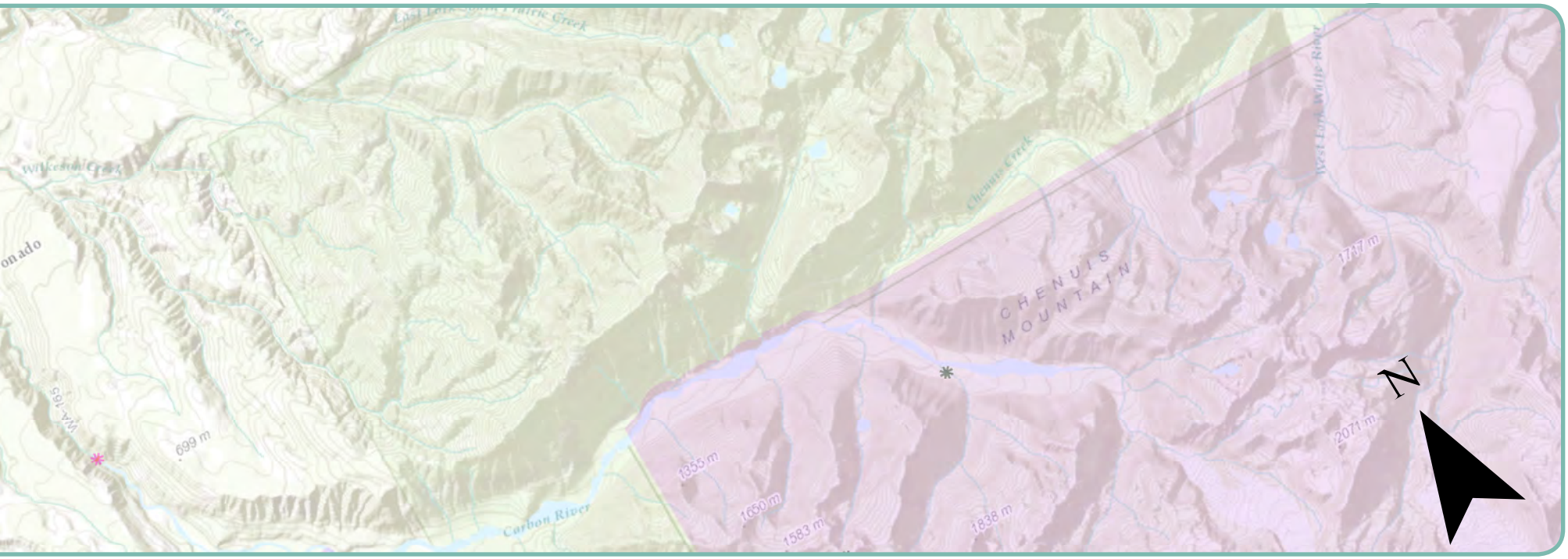
> Farms and related buildings directly along corridor

> Historic single-family residences, present sporadically in rural sections and dense concentrations within communities like Sumner and Orting

> Scenic river crossings

POINTS OF INTEREST

- Puyallup
- Sumner
- Sidney Williams House (Sumner)
- Alderton
- Alderton School
- Spooner Farms
- Red Barn Tree Farm
- McMillin
- McMillin Bridge
- McMillin School
- McMillin Store
- Orting
- Odd Fellows/Orting Eagles Hall
- Harman Barn
- Puyallup Fish Hatchery
- Carbon River
- South Prairie
- William Bisson House (South Prairie)



PLANNING AND CONSTRUCTION

While sections of SR 162 may have been established much earlier, the first known mention in state records is in 1914. This route is a compilation of old roads, including Permanent Highway 5 from Puyallup going east and bending south to Alderton. Permanent Highway 5 (2.41 miles) was surfaced with sheet asphalt in 1914.[1] Permanent Highway 5A continued south from Alderton to Orting, presumably established between 1911 and 1937. Short additional sections, including PH 5B, PH 5D, PH 5E, PH 5F, and PH 19, nearly completed the current extent of SR 162. Most of the establishment dates for these segments are not available, but PH 5F appears on key maps in 1926 and extended the former Pioneer Way/ Bond Road No. 10 from 1919. These names predate the Secondary State Highway naming system. By at least 1937, the SSH 5E label incorporated all the older, shorter PH segments into one road name.[2] In 1964, SSH 5E renumbered to SR 162.

1 Washington State Department of Transportation, Engineering.

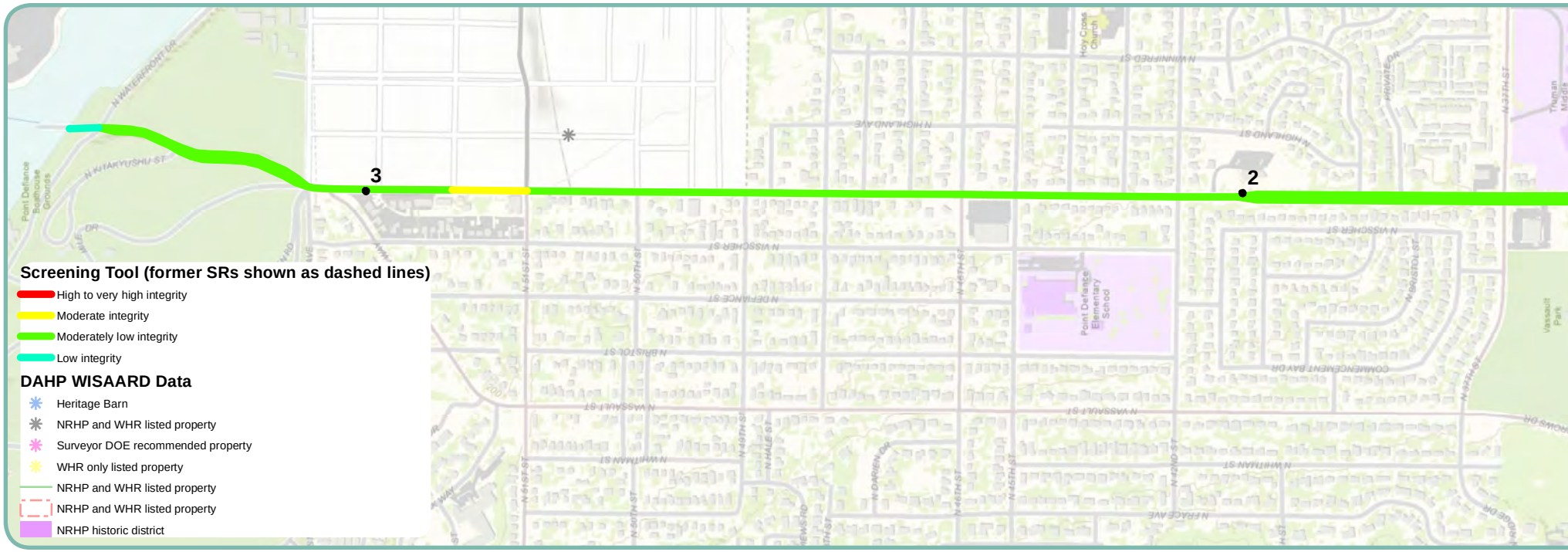
2 *Session Laws*, 1937, 1003. SSH 5E also included a north-south segment from Orting to Electron, now Orville Road and not part of the state road system.

CHANGES

SR 162 maintains its historic path, dating back to the Permanent Highway system and possibly earlier. Much of the route exhibits considerable integrity, including historic railroad and farm resources along the corridor. SR 162 closely followed the path of the railroad(s) through rural communities in Pierce County such as Orting, Broomfield, Crocker, Alderton, and McMillin. While some of the communities no longer exist apart from a handful of surviving buildings, SR 162 continues to pass through downtown Orting and South Prairie. Some areas of new development have altered the character of the corridor on the north side of Orting and the east side of South Prairie.

1975, an east-west section from present 162 to Puyallup, removed from state authority and certified to the City of Puyallup

1977, north extension (74th Street East in Sumner to junction with Pioneer Way) approved



4.1.15 STATE ROUTE 163

State Road (SR) 163 is a north-south route between State Road 16 and the Point Defiance ferry terminal. The road is also known as North Pearl Street. This arterial is a relatively recent addition to the state road system, but it has long been an important traffic pathway with new and historic development.

CHARACTER-DEFINING FEATURES

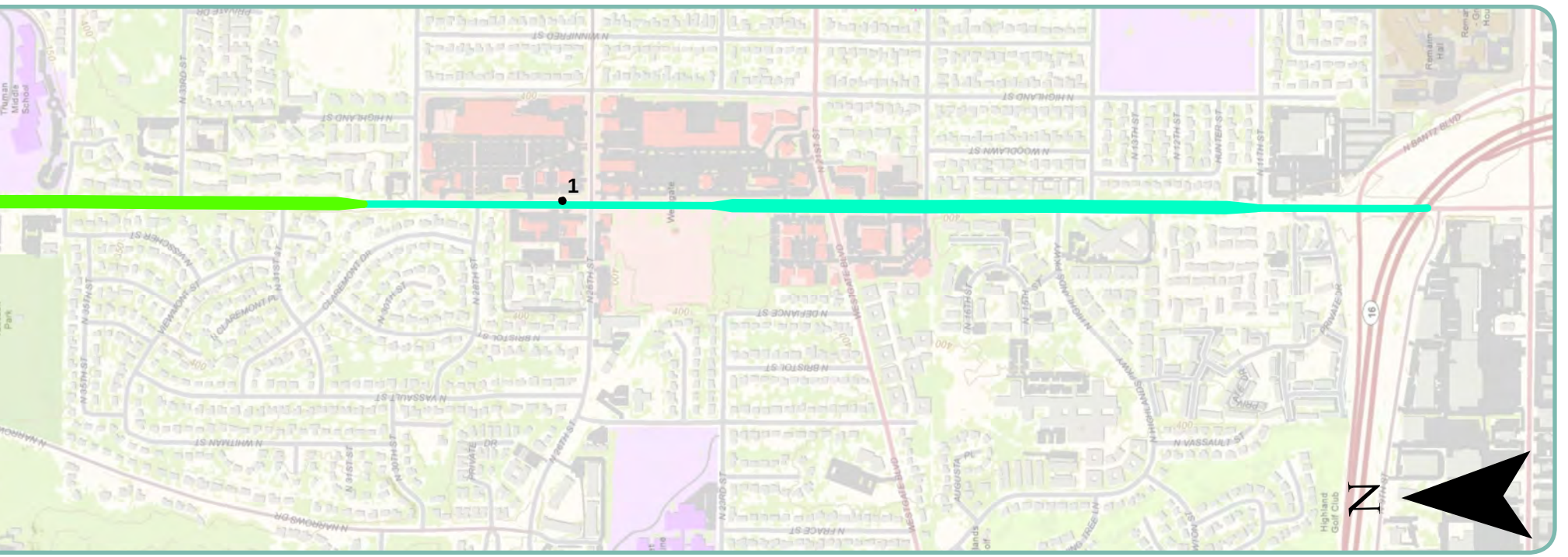
- Some extant concrete road panels in northern portion (Ruston vicinity) between approximately North 46th Street and the entrance to Point Defiance Park
- Two-lane road (north of North 46th Street)

> Mixed residential and low-rise commercial development along most of the corridor

> Historic residential and commercial development concentrated north of North 42nd Street

POINTS OF INTEREST

- Tacoma
- Ruston
- Point Defiance Park
- Washington State Ferry terminal at Point Defiance



PLANNING AND CONSTRUCTION

The State of Washington acquired the entire length of present SR 163 beginning on April 1, 1992 through Senate Bill 5801, which was signed into law on May 21, 1995. SR 163 extends from the junction with SR 16 north to the Point Defiance Ferry Terminal. The Ferry Terminal Road was in place by at least June of 1980.

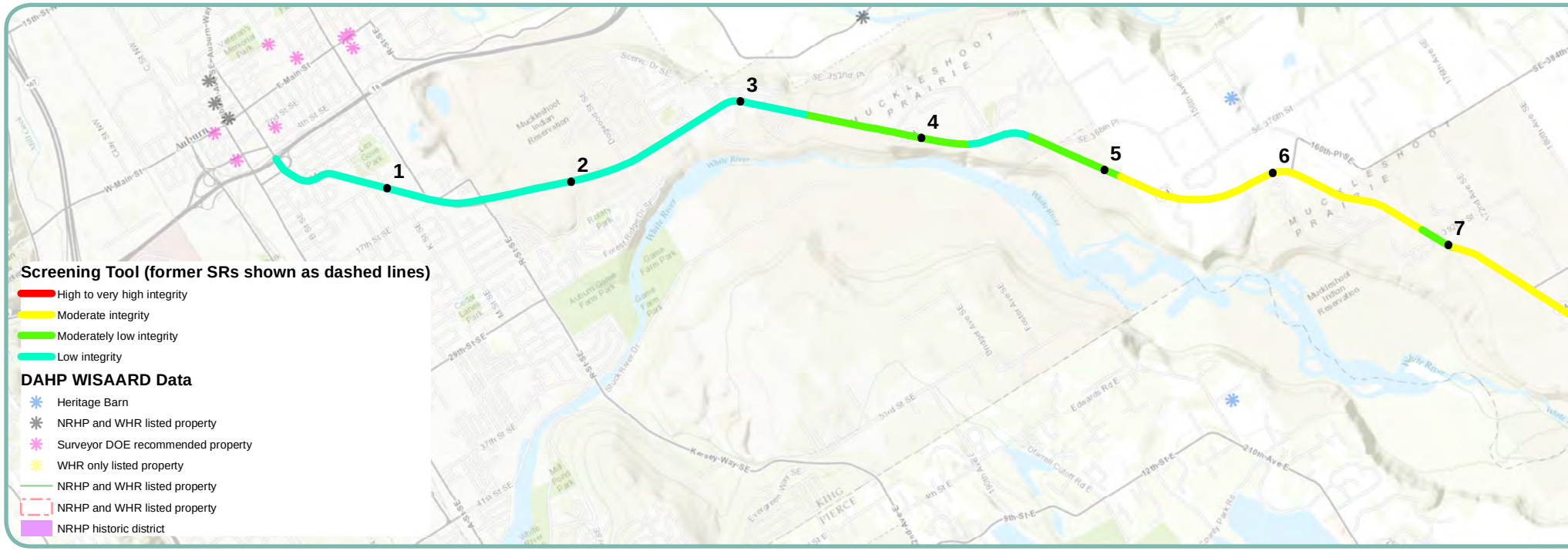
CHANGES

SR 163 features little to no integrity south of North 42nd Street, with new residential and commercial development predominant. That southern section features added lanes, setbacks and large parking areas for the strip mall and multi-family development. There is an occasional added landscaped median south of North 42nd Street. North of North 42nd Street, historic residential and commercial properties remain directly along the corridor. At North 46th Street, the road narrows to two lanes and continues north as such to the ferry terminal, with added turn lanes at select intersections.

1980, Ferry Landing Road approved

1995, SR 163 (from junction SR 16 to Point Defiance ferry terminal) adopted into state road system

Undated, ferry landing and improvements to Pearl Street between North 46th Street and 6th Avenue



4.1.16 STATE ROUTE 164

Established within the SR system in 1913 as a section of the McClellan Pass Highway, the road segment now known as SR 164 begins at a junction with SR 18 near Auburn and continues southeast, somewhat paralleling the White River, to a junction with SR 410 at Enumclaw.

CHARACTER-DEFINING FEATURES:

- – Two-lane rural road
- > Downtown Enumclaw commercial corridor along road
- > Buildings along road range from one to three stories and include historic homes, commercial, churches, and civic buildings
- » Road flanked by open land, forests, and agricultural land
- » Scenic views of Cascade foothills and rural farmland

POINTS OF INTEREST:

- ◊ Downtown Enumclaw
- ◊ Olson, Louis, and Ellen House, Enumclaw
- ◊ Masonic Hall, Enumclaw
- ◊ Chinook Elementary—Mid-century Modern elementary school building
- ◊ Cooper's Corner Building
- ◊ Historic barns

PLANNING AND CONSTRUCTION

The McClellan Pass Highway was established as a primary SR in 1913[1] and included a section between Auburn and Enumclaw now designated as SR 164. The section of the road that ran through Auburn and Enumclaw likely followed the route of an older county road which connected the two communities to routes leading north to Seattle and east over the Cascades. The road follows a gently curving corridor, roughly paralleling the White River. In 1921, the name of the McClellan Pass Highway was changed to Naches Pass Highway.[2] In 1923, it appears that the Naches Pass Highway was incorporated within the larger system of PSH 5 (also known as the National Park Highway).[3] In 1937, the National Park

1 *Session Laws*, 1913, Chapter 65, Section 2 (f), 222.
2 *Session Laws*, Chapter 34, Section 1, 118.
3 *Session Laws*, 1923, Chapter 185, Section 4, 629.

Highway was extended and also named PSH 5. In 1964, the route was designated as part of SR 167, but in 1969 it was re-designated as SR 164.[4]

CHANGES

SR 164 is primarily a two-lane road with fog lines and shoulders. The road largely retains its original alignment with slight alterations. General alterations to the route include the following: slight realignment, regrading, paving, resurfacing, and widening shoulders.

Maps specific to SR 164 from the state Department of Transportation indicates the following work was approved on the road:[5]

1916–1919, paved with concrete

1924, Auburn vicinity improvements

1931, Auburn vicinity improvements

1941 and 1946, Revisions between Auburn and Enumclaw

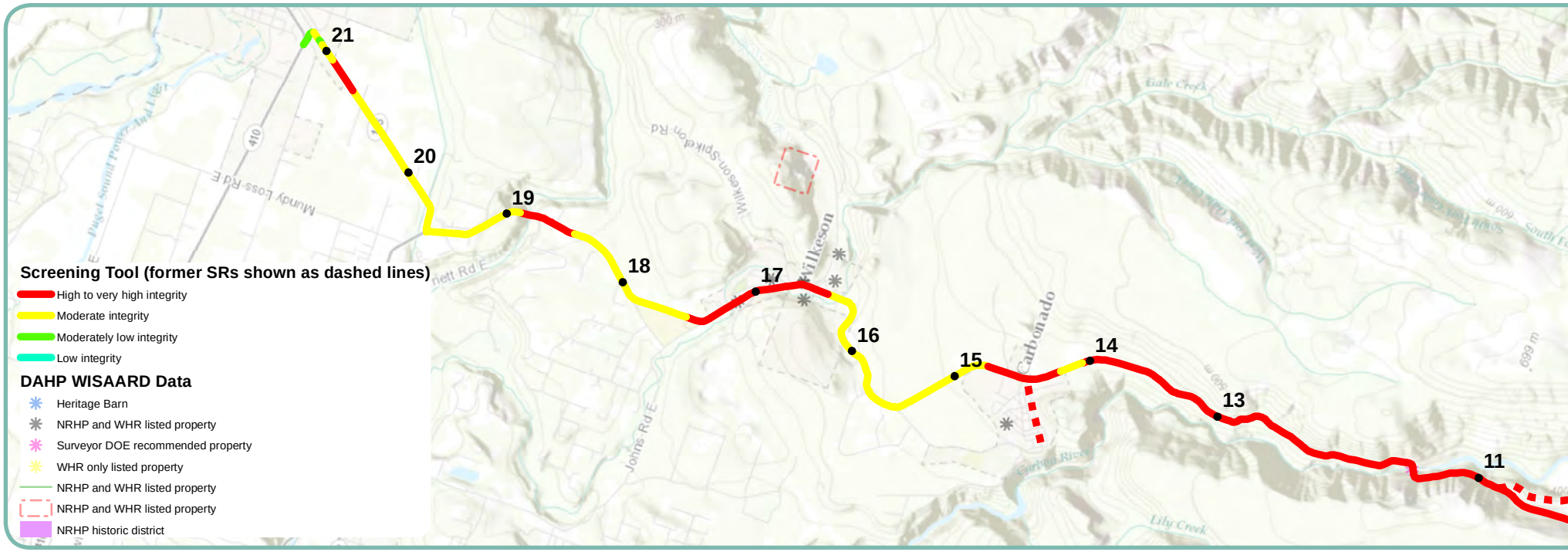
1947–1948, Grading, surfacing, and oiling

1960, Auburn Curve revisions

1972, Enumclaw Vicinity Safety improvements

4 Washington State Department of Transportation, "Chapter 2: Description of the Existing Facility," SR 164 Corridor Planning Study, 2-12 (accessed May 2, 2013) http://www.wsdot.wa.gov/NR/rdonlyres/5A14D43E-3794-4178-84E1-44CC328F-DAC2/0/SR164CorridorPlanningStudyChapter2.pdf

5 WSDOT Engineering maps, sheets 5, 5A, 5B, 5C, 6, and 6A; 164_key_PLGE4CA



4.1.17 STATE ROUTE 165

The road segment now known as SR 165 (formerly PSH 5) was established into the state highway system by 1931. The road begins at the northwest entrance to Mount Rainier National Park and continues north, through Carbonado, Wilkeson, and Burnett, to a junction with SR 410 at the southeastern end of Buckley.

CHARACTER-DEFINING FEATURES

– Two-lane road
> Narrow or soft shoulders with ditches on either side of the road prism, from Buckley to Carbonado
> Extremely narrow (if any) shoulders, from Carbonado and southward
> Gravel pull-outs to facilitate passing and scenic overlooks
> Road bordered by rock walls and cliff drop-offs as it climbs up into the mountains
» Scenic views of forest lands, the Carbon River, and the Cascades

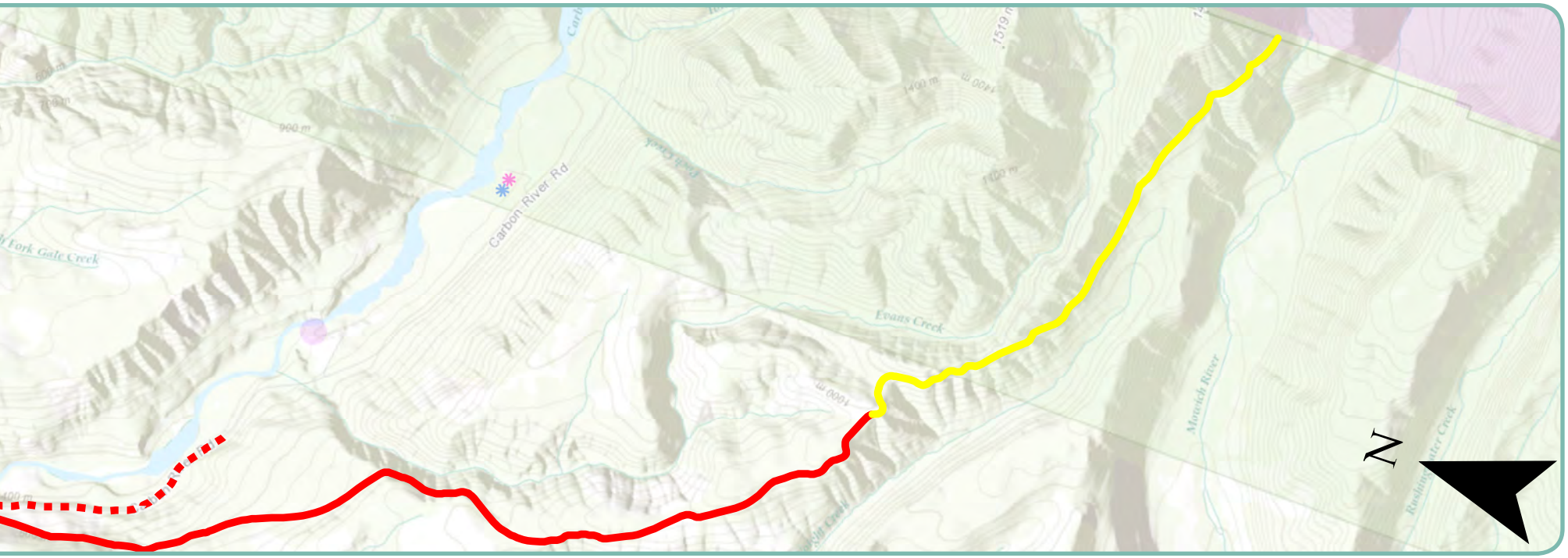
POINTS OF INTEREST

◊ Burnett
◊ Wilkeson
◊ Wilkeson Arch
◊ Holy Trinity Orthodox Church, Wilkeson
◊ Martha Washington Hotel, Wilkeson
◊ Wilkeson School
◊ Town Hall, Wilkeson
◊ Carbonado
◊ Fairfax Bridge

PLANNING AND CONSTRUCTION

The portion of SR 165 connecting Carbonado and Wilkeson appears on maps as early as 1897[1] but was not identified within the SR system until 1931 when it was designated as a branch of SR No. 5 (or the National Park Highway).[2] Although not an SR until 1931, it appears the state funded work on the route prior to its designation as a state highway. Sections of the road were previously known as the Burnett-Fairfax Highway and the Wilkeson-Carbonado Road. The road narrows to one-lane crossing over the Fairfax Bridge. The road was paved by the 1930s, but the pavement ends a mile and half south of the fork between SR 165 and the Carbon River Road.

1 1897_AR_540_WSAR
2 *Session Laws*, 1931, Chapter 29, Section 4, 97.



CHANGES

SR 165 remains a two-lane road, with narrow or soft shoulders (when shoulders are present). General alterations to the route include the following: paving, fog lines, striping, contemporary guardrails, widened and paved shoulders for parking through Wilkeson, and contemporary sidewalks in Wilkeson. It appears the road may have been slightly re-routed in the 1930s; the SR formerly went through Fairfax (along what is now known as the Carbon River Road) to the Carbon River Entrance to Mount Rainier National Park, but now routes up to Mowich Lake.

A map specific to SR 165 from the state Department of Transportation indicate work was approved on SR 165 in 1919, 1927, 1929, 1931, 1940, 1966, 1967, and 1979.[3] Specific areas of work are:

1919, Permanent Hwy 14, Burnett Fairfax Hwy[4]

1919, Bond Road 11, Fairfax Bridge

1927, Wilkeson-Carbonadao Road

1929, Burnett-Fairfax Hwy, Wilkeson-Carbonado Section (Permanent Hwy No 32A)

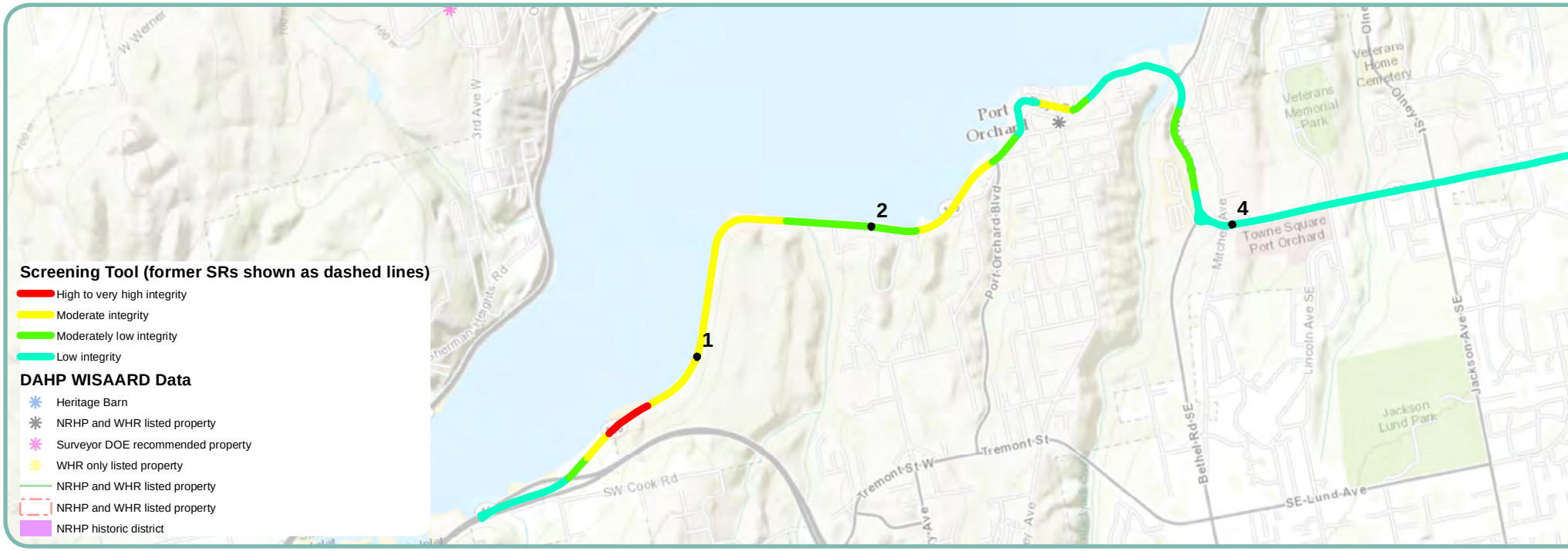
1929, addition to permanent highway 32A (small section branching southwest from Carbonado)

1931, Fairfax branch, from the forest line to the park entrance

1940, Wilkeson Creek Bridge

1979, South Prairie Creek Bridge No. 165 and approaches

3 Washington State Department of Transportation, Real Estate Division, SR 702.
4 Washington State Department of Transportation, Real Estate Division, SR 165.



4.1.18 STATE ROUTE 166

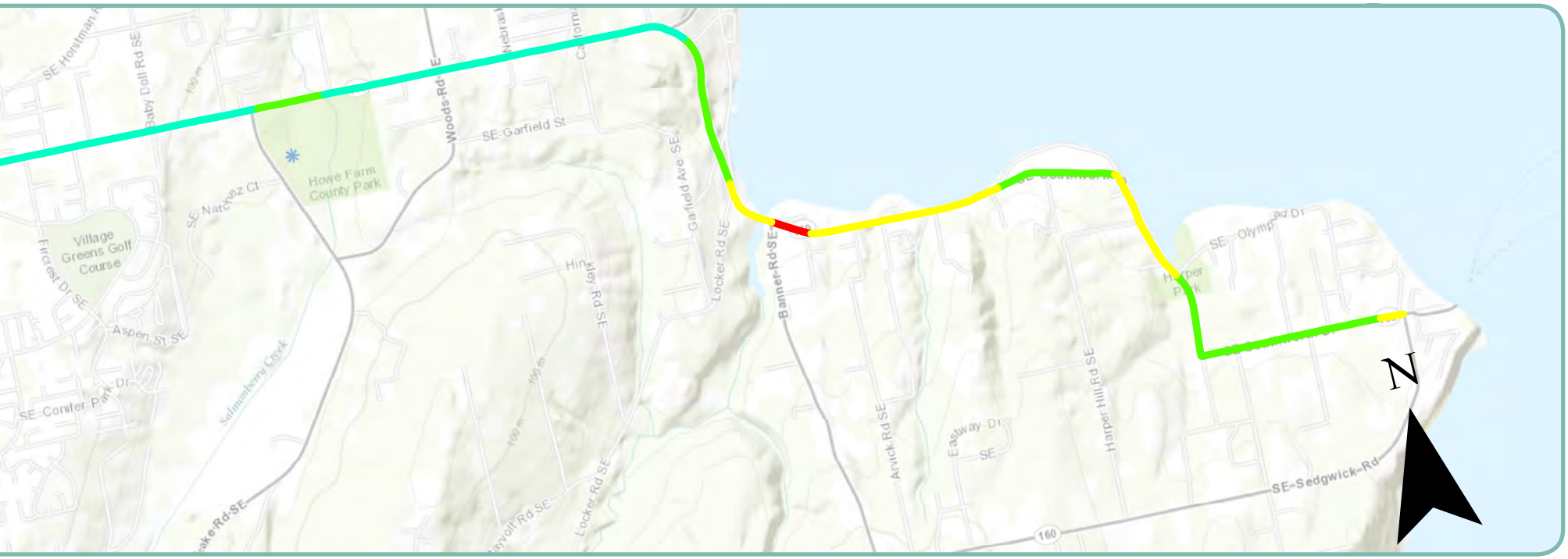
SR 166 was established in 1993 and follows a portion of the original alignment of SR 160. The route begins at a junction with SR 16 and continues northeast, through Port Orchard, to Port Orchard's eastern city limits.

CHARACTER-DEFINING FEATURES

- – Two-lane road
- > Passes through downtown Port Orchard, flanked by sidewalks and one- and two-story commercial buildings
- > Parallels the shoreline along Sinclair Inlet
- » Scenic views of Olympic Mountains and Sinclair Inlet

POINTS OF INTEREST

- ◊ Port Orchard
- ◊ Sinclair Inlet
- ◊ Suldan Boat Works, Port Orchard
- ◊ Port Orchard Marine Railway



PLANNING AND CONSTRUCTION

Although only recently established in 1993, the road segment now known as SR 166 follows the alignment of a significantly older road. In 1923, the state established a branch of PSH 14 or the Navy Yard Highway to extend from Port Orchard east to the ferry landing at Harper.[1] The road began west of Port Orchard and curved along the shoreline of Sinclair Inlet until turning directly east. The route continued east before turning south at Colby on Yukon Harbor and continuing on to Harper. The route was renamed SR 160 in 1964 when the state renumbered its highways. In 1991, the state altered the alignment of SR 160, constructing an entirely new route running east-west between SR 16 and the Southworth Ferry Terminal. In 1993, the portion of former SR 160 beginning at a junction with SR 16 west of Port Orchard and running through Port Orchard was designated by the state as SR 166.

CHANGES

In addition to general alterations such as repaving and widening, the following work was approved on the road, according to maps from WSDOT[2]:

1925, Port Orchard vicinity

1931, Port Orchard to Tidewater Creek

1933, Port Orchard Pavington Bay Street

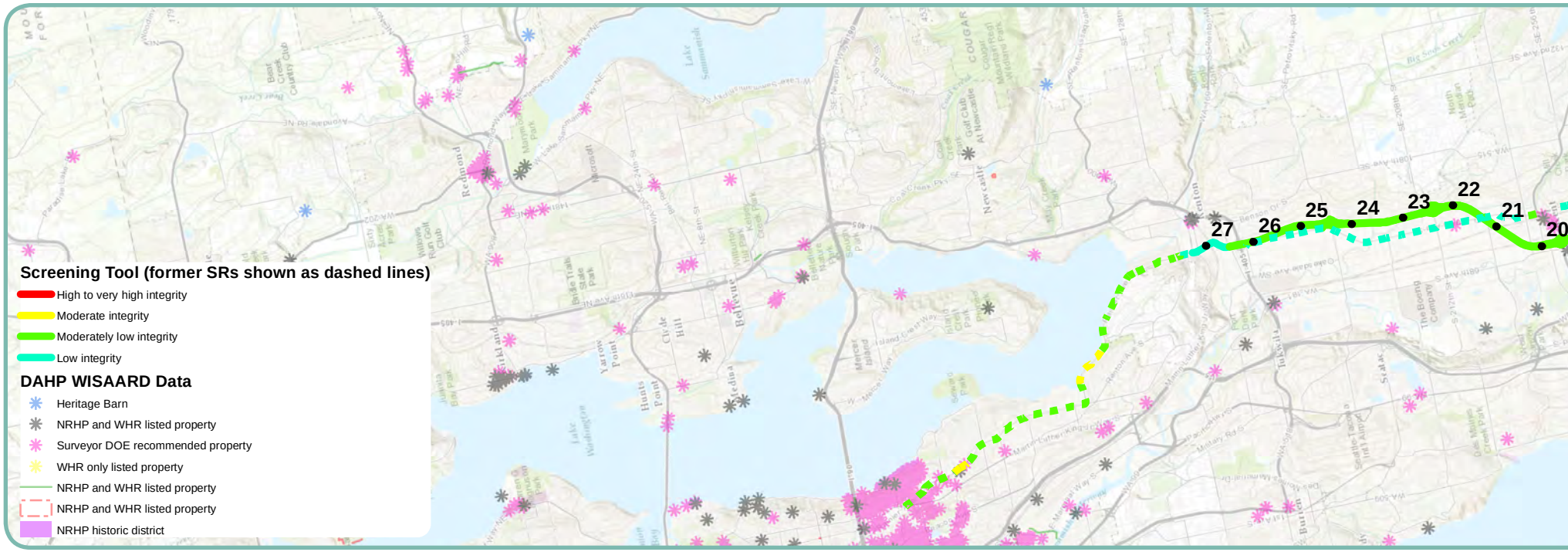
1951, Blackjack Creek Bridge and Approach

1954, Blackjack Creek to Harrison Avenue to City of Port Orchard

1980, Blackjack Creek to Bethel Road

1 *Session Laws*, 1923, Chapter 185, 631.

2 Washington State Department of Transportation, Real Estate Division, SR 160.



4.1.19 STATE ROUTE 167

Established as a as a section of the Pacific Highway by 1913, the road segment now known as SR 167 begins at a junction with I-5 in Tacoma and continues east passing by Puyallup and Sumner. The road turns north to the east of Sumner, continuing through Auburn and Kent before terminating at the junction with SR 900 at Renton.

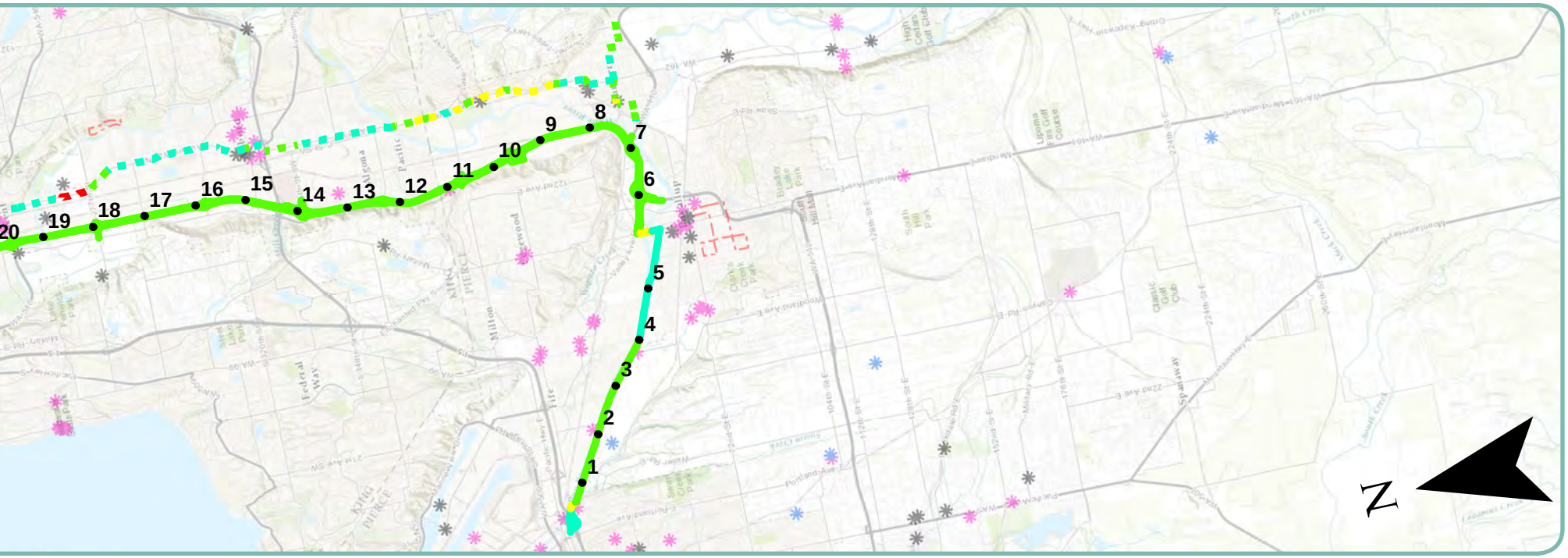
CHARACTER-DEFINING FEATURES

Original

- Two-lane road
- > Narrow to no shoulders
- > Ditches on either side of the road
- > Parallels railroad tracks
- » Surrounded by agricultural land and small farms (where still present and/or visible)
- » Historic barns

Current

- Multiple lanes
- Divided highway
- High Occupancy Vehicle (HOV) lane
- Concrete medians
- > Wide shoulders
- > Elevated road sections, allowing under passes, overpasses, and modern ramps and interchanges
- > Parallels Puyallup River



POINTS OF INTEREST

Original

- Puyallup River
- Puyallup River/Meridian Street Bridge (crossing Puyallup River)
- Fort Maloney Historical Marker
- Sumner
- Main Street, Sumner
- Ryan House, Sumner
- Dieringer School
- Puget Power Substation/White River Power Plant (2111 East Valley Hwy East, Dieringer vicinity)
- Auburn
- Masonic Temple, Auburn (302–310 East Main Street)
- Jeffs' Orphans' Home, Auburn (4338 Auburn Way)

Current

- Puyallup River
- Puyallup River/Meridian Street Bridge (crossing Puyallup River)
- Duwamish River
- Fort Maloney Historical Marker

PLANNING AND CONSTRUCTION

SR 167 was constructed by 1913 as a two-lane road with narrow shoulders. The route appears to have been included within the SR system by 1913 as a portion of Pacific Highway.[1] In 1923, it appears Pacific Highway was rerouted to the west and the portion of road between Auburn and Renton was incorporated within SR 5 (or the National Park Highway).[2] In 1925, the route between Auburn and Tacoma, through Dieringer, Sumner, and Puyallup, was also incorporated within the National Park Highway. In 1937, the route was extended from Renton north to Seattle, through Bryn Mawr, along what appears to have been an existing road.[3] The route was realigned and renamed over the years and sections were removed from the system. By 1970, the name SR 157 was in use.[4] Currently, the road known

1 *Session Laws*, 1913, Chapter 65, Section 2 [b], 221.
2 *Session Laws*, 1923, Chapter 185, Sections 1 and 2, 628-629.
3 *Session Laws*, 1937, Chapter 190, Section 5, 936.
4 *Session Laws*, 1970, Chapter 61, Section 67, pgs 364-365.

as SR 167 is a multiple lane highway. The highway becomes divided at the junction with SR 161 and continues that way as the road runs north. A wide grassy median primarily separates the northbound traffic from the southbound, but there are sections where a concrete median barrier divides the lanes.

CHANGES:

The road retains its original purpose of running north and south, connecting Puyallup, Auburn, Kent, and Renton. However, work began in 1960 to shift the alignment of the road's corridor. The route moved to the west of its original alignment, bypassing Sumner. The new route roughly parallels the original alignment until north of Kent where the current road jogs to the east and crosses over the former road before turning north again. The current route realigns with the original route just south of Renton. SR 167 also used to continue north from Bryn Mawr to Seattle, but that section of road was transferred to City of Seattle authority. SR 167 also incorporates a former portion of SR 410 that ran between Tacoma and Puyallup. The roads no longer included within SR 167 are known as North Levee Road East, East Valley Highway East, A Street SE, Auburn Way North, 83rd Avenue South, Central Avenue North, and 84th Avenue South. General alterations include realignment, resurfacing, paving, and the addition of median barriers and concrete sound walls. Maps specific to SR 167 from WSDOT indicate the following work was approved on the road:[5]

1915, Bryn Mawr to Renton

1916, Orillia to Renton

1919, Bond Road, No. 4, Sumner–Dieringer Road

1919, Sumner–Dieringer (original alignment)

1919, pavement, Kent to Auburn

1925, Bryn Mawr to Black River vicinity

1928, Seattle to Bryn Mawr

1931, Puyallup to Tacoma (as SR 410)

5 Washington State Department of Transportation, Real Estate Division, SR 167.

1932-1933, Kent Bridge approach

1947, Dieringer Road vicinity

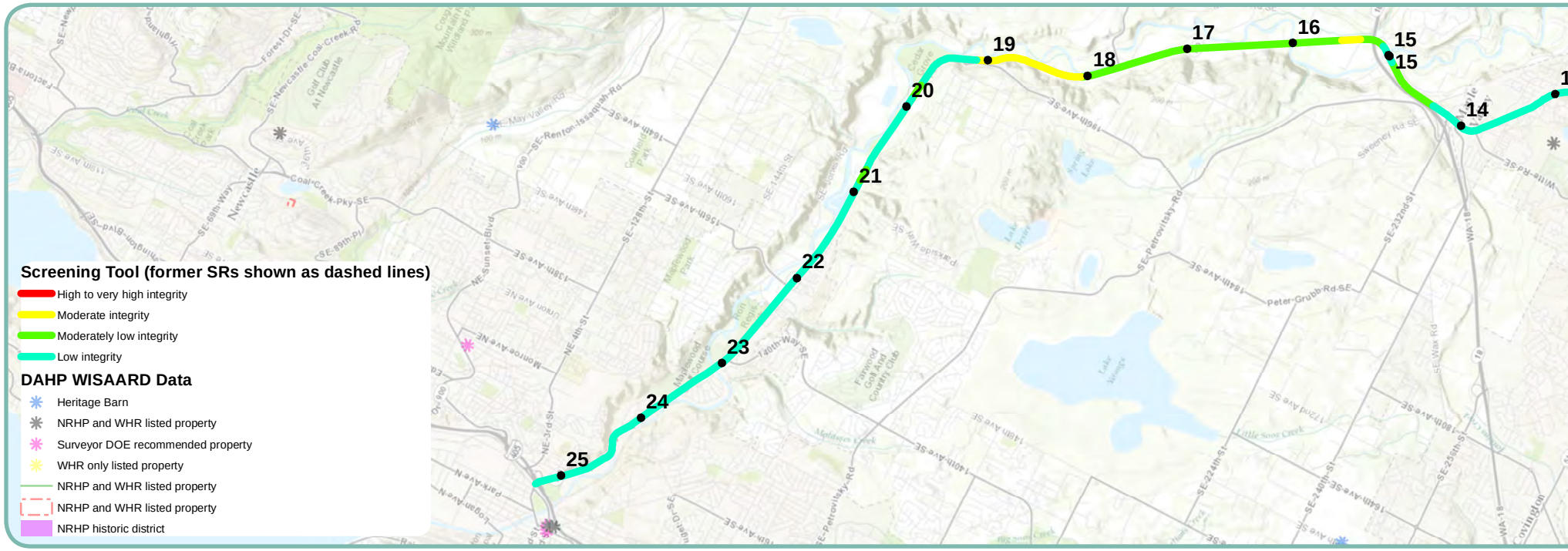
1960, realignment of the route between Kent and Renton, from South 228th Street in Kent on north to Renton

1965, realignment of the route between Auburn and Kent, between South 285th Street and South 228th Street in Kent

1968, realignment at Junction SR 161 to Junction SR 410, the road curve between SR 161 and Sumner

1969, Junction SR 410 to King County Line, approved

1974, old SR 167 certified to City of Sumner, (section within Sumner)



4.1.20 STATE ROUTE 169

Constructed by 1914, the road segment now known as SR 169, begins at a junction with SR 164 at Enumclaw and follows a northern route through Krain, Black Diamond, and Maple Valley. The road passes beneath SR 18, then turn northwest to travel through Cedar Grove, before angling to the west to its junction with SR 900 in Renton.

CHARACTER-DEFINING FEATURES

- – Two-lane road
- – Fog lines
- > Narrow shoulders with ditches on either side of road
- > Road bordered by intermittent agricultural land, rural businesses, and single-family residential housing
- > Road parallels former railroad corridor
- » Green River Gorge
- » Scenic views of farmland and valleys

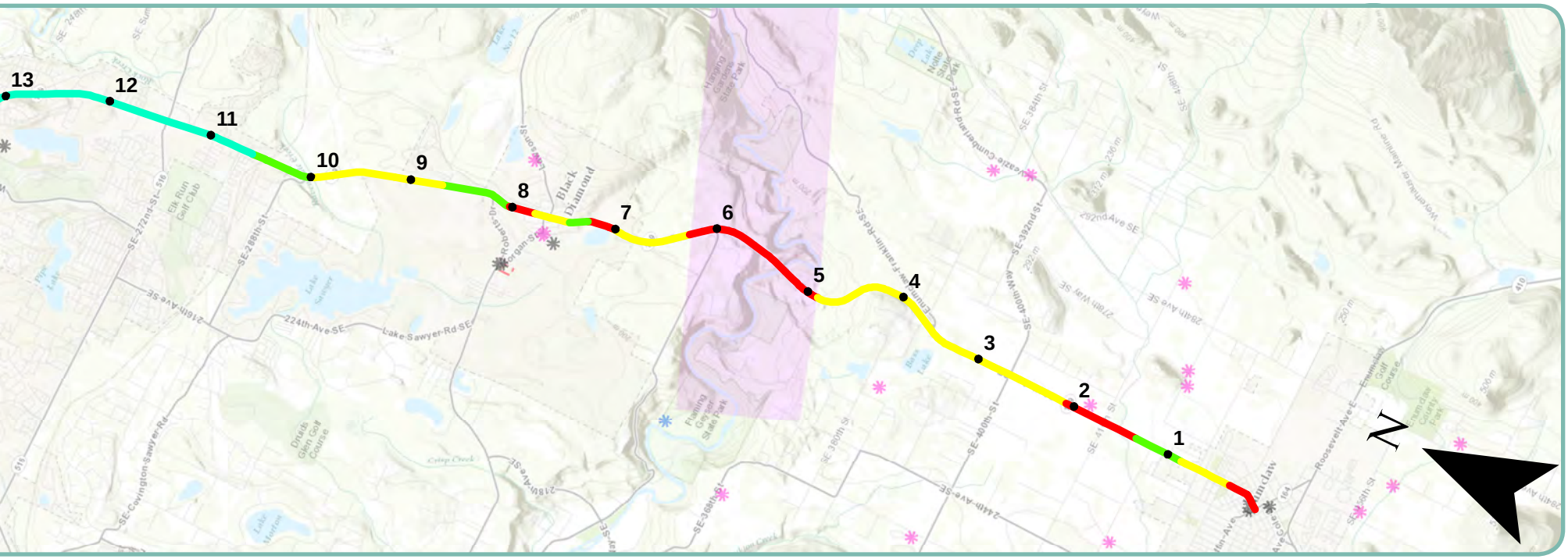
POINTS OF INTEREST

- ◊ Green River Gorge Historic District
- ◊ Enumclaw
- ◊ Krain
- ◊ Black Diamond
- ◊ Cedar River Trail
- ◊ Green to Cedar River Trail
- ◊ Renton

PLANNING AND CONSTRUCTION

Portions of SR 169 were built by 1914 and financed through the state's Permanent Highway program. The road connects Enumclaw in the foothills of the Cascades with the former coal mining towns of Krain, Black Diamond, and Renton. Sections of the road featured cement concrete paving or single-seal macadam. The route appears to have been established within the system of SRs as the Renton to Enumclaw branch of PSH 5 (the National Park Highway) by 1941.[1]

1 The section of road is called out in the appropriations for PSH 5 in the *Session Laws*, 1941, Chapter 250, Section 2, pg 850.



CHANGES

SR 169 is primarily a two-lane road that now features fog lines and shoulders. The road appears to retain its original alignment with slight alterations. General alterations to the route include paving, widened shoulders, the addition of rumble strips and fog lines, contemporary guardrails, concrete median barriers, and periodic turn lanes. The road briefly widens to a multiple-lane highway through a commercial area southeast of Maple Valley before narrowing again to a two-lane road. The road widens again to a divided highway east of Renton. Maps specific to SR 169 from the state Department of Transportation indicate the following work was approved on the road:[2]

1914, Permanent Highway 57, Enumclaw–Black Diamond, paving

1920, Permanent Highway 11F, Enumclaw–Franklin

1924, 1927, Permanent Highways 29 and 37, Renton–Maple Valley, concrete pavement

1929, Permanent Highways 49 and 49A, Maple Valley Road, concrete pavement

1930, Permanent Highway 61, paving from Black Diamond north to northern edge of city limits

1933, Maple Valley Black Diamond Road, grading

1933, Permanent Highway 93, paving

1933, paving between Cedar Mountain and north to just outside of Indian

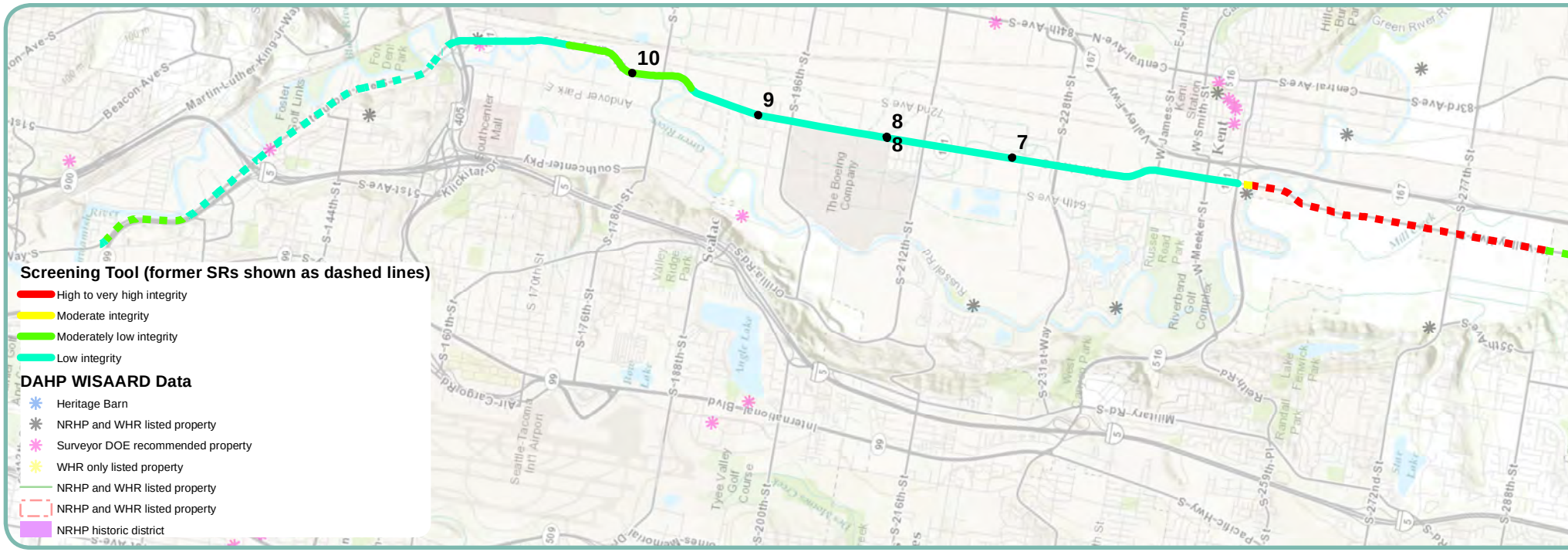
1937, Summit Vicinity, Northern Pacific Railroad crossing

1938, Black Diamond to Summit

1947, Krain to Black Diamond

1980, Vicinity of Junction SR 516

2 Washington State Department of Transportation, Real Estate Division, SR 169.



4.1.21 STATE ROUTE 181

The earliest sections of the road appear to have been constructed in 1909 as State Aid roads 61 and 69, and later known as SSH 2M and PSH 1, the road segment now known as SR 181 begins at a junction with SR 516 west of Kent and runs north to a junction with SR 405 in Tukwila.

CHARACTER-DEFINING FEATURES

- Two-lane road
- Narrow shoulders
- Ditches on either side of the road
- Meandering road, following the curve of the hillside
- Surrounded by natural or agricultural land

POINTS OF INTEREST

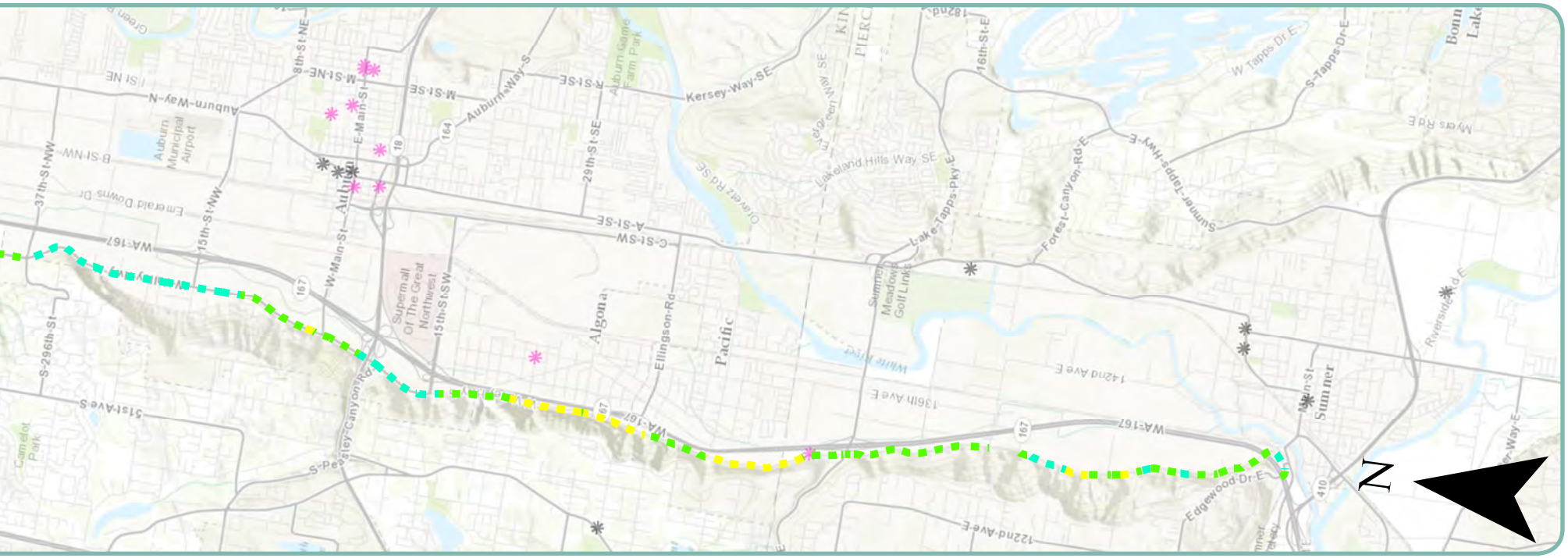
- Smith Brothers Dairy, Auburn
- Historic barns
- Duwamish River
- Langston's Landing

PLANNING AND CONSTRUCTION

This road was built between 1909 and 1912 and financed with the Permanent Highway and State Aid Road programs. The section known as State Aid Road 61 primarily followed an existing county road. Local and Fidalgo Quarry stone was used to lay the foundation course of the road[1] and original pavement included bituminous macadam and brick. The length of road was established within the SR system by 1941 as SSH 2M.[2] SR 181 formerly extended from Allentown to Puyallup.

1 State of Washington Department of Highways, Third Biennial Report, 1909-1910, 63-64.

2 Washington State Legislature, *Session Laws of the State of Washington*, 1941, Chapter 246, Section 5, pg. 826.



CHANGES

The route, which formerly stretched between Allentown, in Tukwila, and Puyallup, now runs between Kent and the southern end of Tukwila. General alterations to the route, in addition to its shortening, include repaving, added concrete medians or bulkheads, and widened shoulders. Maps specific to SR 181 from the state Department of Transportation indicate the following work was approved on the road:[3]

1909 and 1912, Permanent Highway 3, State Aid Road No. 61, pave with bituminous macadam

1914, Permanent Highway 3A, State Aid Road No. 69, pave with brick

1914, extend Permanent Highway 31, pave with brick

1915, extend Permanent Highway 3B to King-Pierce county line and Auburn, pave with brick

1915, plan and profile of Renton Junction Layout

1915, Seattle to Orillia

1930, Permanent Highway 3A

1934, East Marginal Way Revision at Green River

1938, SSH 5M, sections one and two, asphalt concrete paving

1938, Section two, Kent Vicinity to PSH No. 5 near Auburn, asphalt concrete paving

1940, Foster Golf Links to Duwamish Junction

1941, SSH 2M Military Road to Auburn

1959, Jct SSH IL and SSH 2M

1965, Kent vicinity interchange

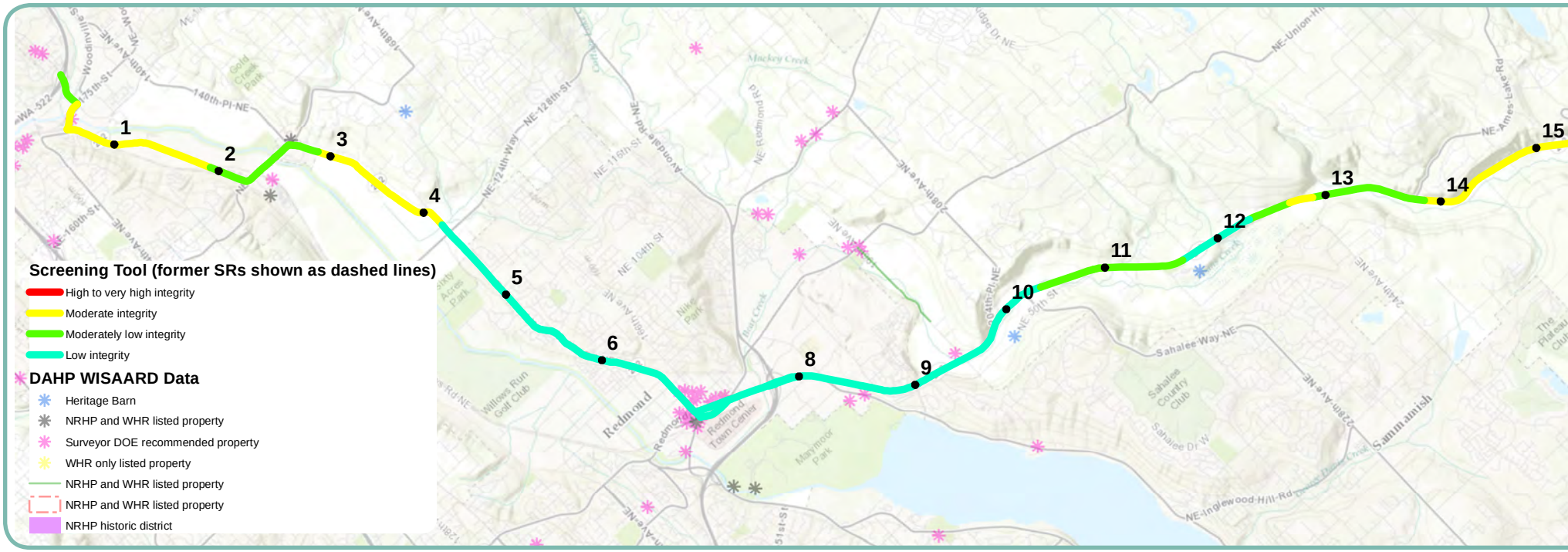
1967, Junction SSH 5A (SR 516), Kent Vicinity

1967, Kent, Meeker Street to Tukwila

1968, South Corporation Limits of Tukwila to Foster Intersection

1970, South 178th Street to Green River Interchange, grading, signage, illumination

3 Washington State Department of Transportation, Real Estate Division, SR 181.



4.1.22 STATE ROUTE 202

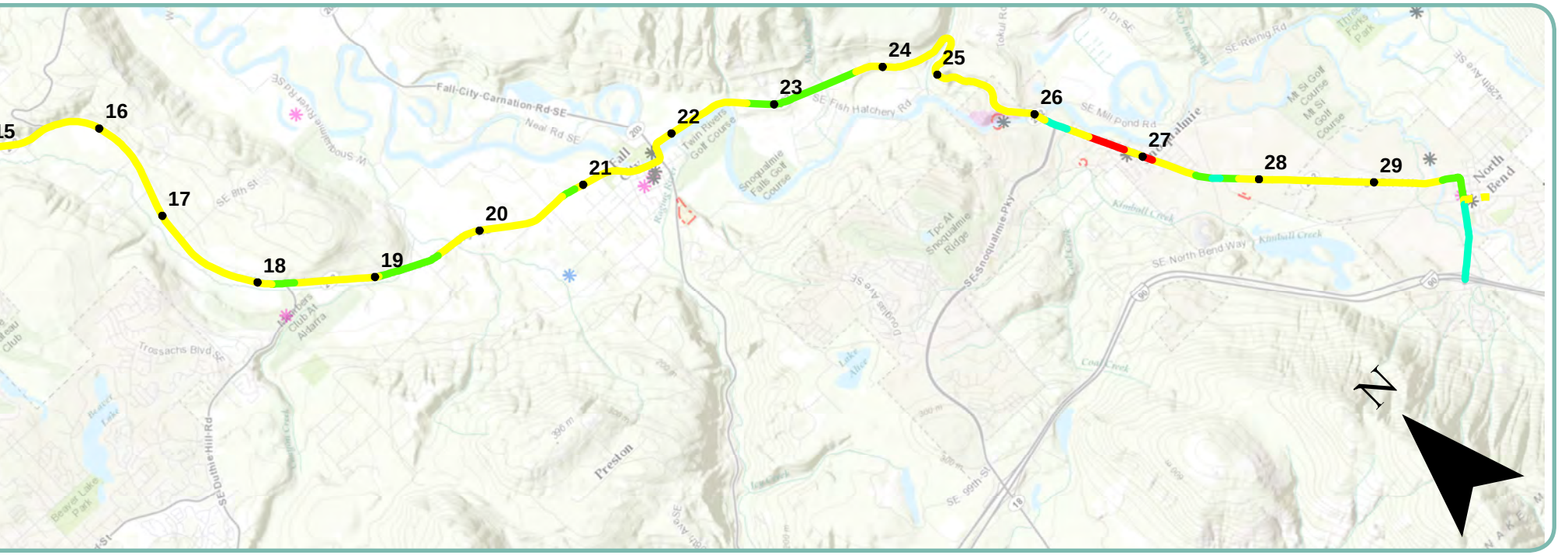
Established within the state system of highways by 1937 as part of PSH 2, the road segment now known as SR 202 begins at a junction with SR 522 near Bothell and Woodinville and runs southeast, passing through Cottage Lake, Redmond, Union Hill-Novelty Hill, Fall City, Spring Glen, Snoqualmie, and North Bend before terminating at the junction with I-90.

CHARACTER-DEFINING FEATURES

- – Two lane road
- > Normal to narrow shoulders
- > Railroad tracks parallel to road or crossing at grade
- > Road bordered primarily by agricultural land
- » Scenic views of agricultural land, rivers, Snoqualmie Falls, and the Cascades
- » Historic barns

POINTS OF INTEREST

- ◊ Sammamish River
- ◊ Historic barns
- ◊ Hop Curing Shed (NRHP-listed), Fall City
- ◊ Snoqualmie River
- ◊ Woodinville Tourist District
- ◊ Hollywood School, Woodinville
- ◊ Johnson, Bill, Heritage Barn
- ◊ Snoqualmie Falls
- ◊ Snoqualmie Falls Hydroelectric Power Plant Historic District (NRHP-listed)
- ◊ Snoqualmie Falls Cavity Generating Station (NRHP-listed)
- ◊ Snoqualmie Centennial Corridor Trail
- ◊ Snoqualmie
- ◊ Snoqualmie Depot (NRHP-listed)
- ◊ Messenger of Peace Chapel Car (NRHP-listed), Snoqualmie
- ◊ North Bend



PLANNING AND CONSTRUCTION

Two-lane SR 202 winds down from the mountain communities of North Bend and Snoqualmie before turning northwest to travel through the agricultural Snoqualmie, Happy, and Sammamish valleys between Fall City and Woodinville. Sections of the road appear on maps by 1902, but the section between North Bend and Fall City is likely a former wagon road.[1] The road was incorporated within the state system as part of PSH 2 by 1937.[2] In 1964 the road was renamed SR 522 before being renumbered as 202 in 1970.

1 Washington State Department of Transportation, "Cascade Valleys Heritage Corridor: A Summary History of Downtown North Bend."

2 *Session Laws of the State of Washington*, 1937, Chapter 190, Section 2, 934.

CHANGES

The road retains much of its original rural quality from North Bend to just southeast of Redmond, including the road's alignment and views. From Redmond north through Woodinville the road has been highly altered to a divided highway surrounded by new development in order to accommodate increased traffic volume. General alterations to the route include paving, striping, widening, and the addition of rumble medians and guardrails. Maps specific to SR 202 from the state Department of Transportation indicate the following work was approved on the road:[3]

3 Washington State Department of Transportation, Real Estate Division, SR 202.

1902, Woodinville to Hollywood

1914, Bothell to Hollywood

1920, Hollywood-Redmond

1922, Fall City East

1924, Snoqualmie to Tanner

1926, Preston to Fall City, paving

1926, Fall City to Snoqualmie

1927, Snoqualmie to North Bend, paving

1927, Fall City to Redmond

1932, Bothell to Hollywood

1942, Approach to Sammamish River Bridge

opposite page
Postcard view of Snoqualmie Falls, near SR 202. Source: Michael Sullivan.

1943, SSH 1A Woodinville vicinity

1949, Gulch Fill near Redmond

1966, Section north of Woodinville certified to King County

1966, Section West of Woodinville certified to King County

1978, Fall City, Snoqualmie River Bridge Approaches

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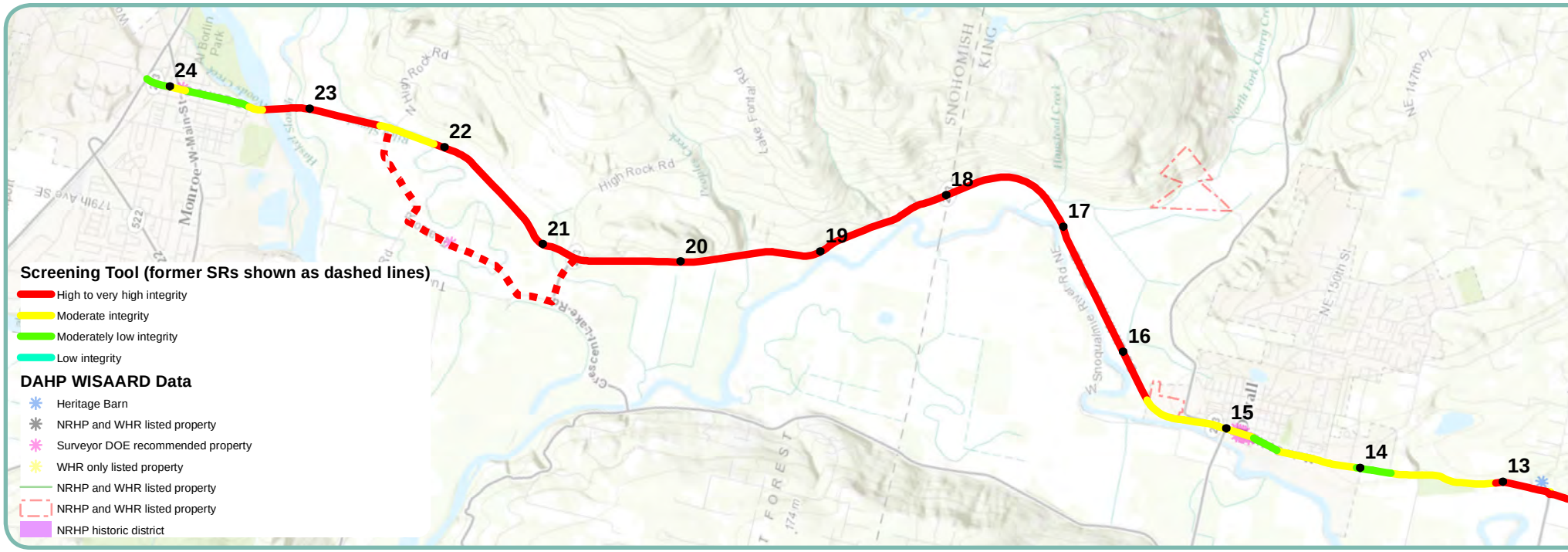


4.1.23 STATE ROUTE 203

State Road (SR) 203 is located in King and Snohomish counties. This north-south route now connects State Road 2 at Monroe (Snohomish County) with Fall City (King County), ending at a junction with State Road 202. This road cuts through several communities' historic downtowns as well as rural farmland and forests. The former Chicago, Milwaukee and St. Paul Railroad is visible along much of the northern portion, although some of the tracks have been replaced with a recreational path. Historic barns and railroad related resources are prevalent.

CHARACTER-DEFINING FEATURES

- Narrow shoulders alternate with wide
- Textured rumble strips incised in pavement along median and along widened shoulders
- Fog lines
- Two-lane road
- Select intersections feature added turn lanes, widening the corridor

> Wooden railroad trestles parallel in low-lying areas of the Snoqualmie Valley

> Added pullouts

> Barns and other agriculture-related buildings along the road corridor as well as visible throughout view corridor

» Views of farmland, rivers, wetlands, Cascade foothills, and Snoqualmie Valley

» Scenic river crossings and sporadic close views of the Snoqualmie River along the corridor

POINTS OF INTEREST

Former Route

◊ Along the former section of SR 203 in Snohomish County, now known as Tualco Road and 203rd Street East, there are numerous historic farmsteads with various types of barns and houses extant. The John O'Dell Barn is listed on the Washington Heritage Register and is located along this former route. There are also the Swiss Hall and the Tualco Grange.

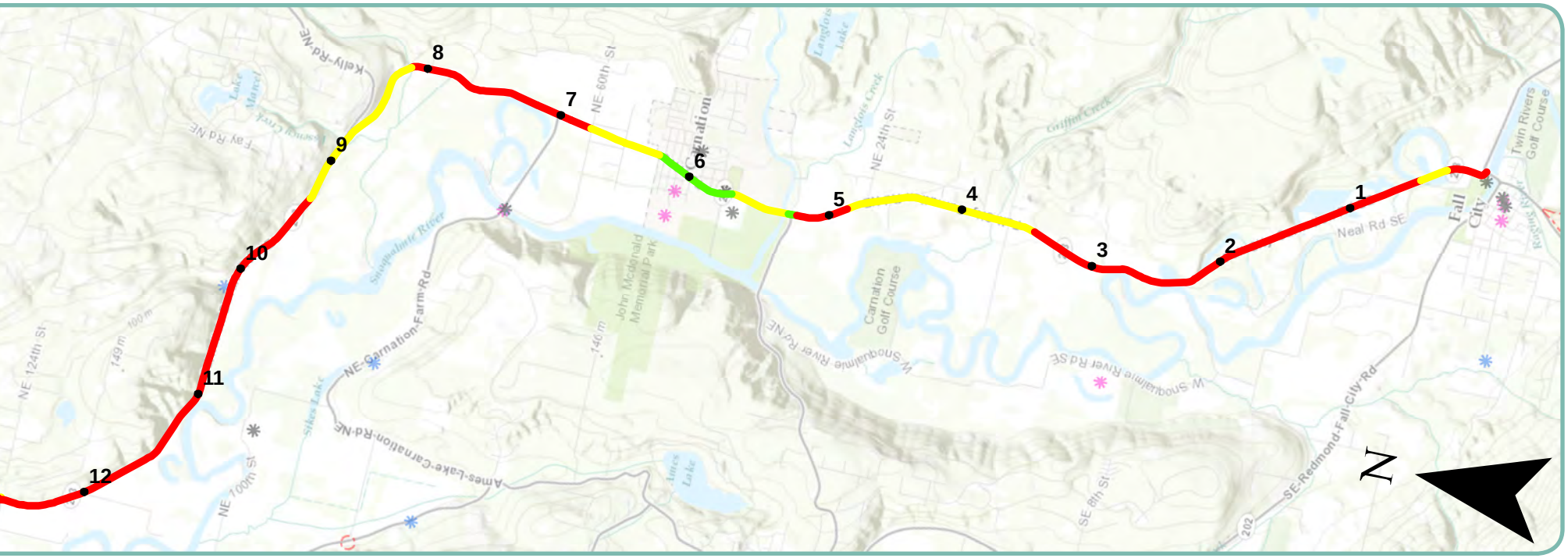
Current Route

◊ Former Chicago, Milwaukee and St. Paul Railroad line

◊ Monroe

◊ Skykomish, Snoqualmie and Tolt rivers

◊ Dougherty, John and Kate Farmstead



- ◊ Duvall
- ◊ Novelty
- ◊ Pickering Barn
- ◊ Stuart
- ◊ Stuart Landing Barns
- ◊ Stillwater
- ◊ Carnation (Tolt)[1]
- ◊ Hjertoos, Andrew and Bergette Farm
- ◊ Independent Order of Odd Fellows (IOOF) Hall No. 148
- ◊ Fall City
- ◊ Fall City Riverfront Park
- ◊ Fall City Hop Curing Kiln

1 The community of Tolt changed its name to Carnation in 1917, but in the early 1950s residents started a movement to regain the historic name. The official name is still Carnation, but many buildings, businesses and placenames refer to Tolt, not Carnation. Both names are used in this project. Tacoma Public Library, Washington Place Names database, accessed 1/16/2013.

PLANNING AND CONSTRUCTION

The current SR 203 contains sections that predate the state road, established as Permanent Highways. The earliest section of SR 203 appears to be that which was established as Permanent Highway (PH) 16 in 1915, connecting present Tualco Road with Monroe. More sections followed, including: Permanent Highway (PH) 15 (1917); PH 15A (1927); PH 15B (1928); PH 16 (1915); PH 19 (1916); PH 45 (1929); PH 46 (1929).[2] There are potentially more historic sections but some maps have illegible markings.

right
1938-1940 view of secondary highway between Fall City and Duvall (SR 203). Source: Washington State Archives.

2 Washington State Department of Highways, Biennial Report, 1922-24, 130. Also, WSDOT Engineering key maps for Snohomish and King counties.

The community of Tolt changed its name to Carnation in 1917 but continued to use Tolt as well. Both "Tolt" and "Carnation" appear on local roads, place-names, businesses, and buildings. Between 1915 and 1930, the early permanent highways along this route were graded and surfaced, typically with gravel. By 1937, the former individual roads combined under the state road system as Secondary State Highway (SSH) 15B with some added extensions. SSH 15B had the same extent as the current route, from SR 2 (former PSH 15) in Monroe to SR 202 (former PSH 2) at Fall City.[3]

CHANGES

Most of the road has a high degree of integrity, retaining a two-lane rural highway character. Shoulders have been selectively widened but remain narrow along most of the corridor. There are added turn lanes at select intersections, but there is little development from the last 50 years along the corridor. The historic alignment of SR 203 was slightly altered in Snohomish County, south of Monroe, in approximately 1953–1957. Former SR 203 includes Tualco Road, which branches to the west, passes southward through the open valley farmland and swings east as 203rd Avenue to meet with the current route. Within the communities of Duvall and Carnation (Tolt), the original gravel road had hard paving by 1946, with sections outside of the downtown communities remaining as gravel surfaces through at least 1963. WSDOT maintenance logs show the Snohomish County sections being paved by 1957–58.[4] Some examples of the known changes and maintenance include the following:

1915, Forks Road (PH 16) approved and completed

1936, Duvall north to the county line section approved

1937, Fall City to Duvall sections approved

1939, oiled most of the King County sections, except the pavement at Carnation (Tolt) and Duvall

1945, SSH 15B Fall City to Duvall approved

1946, short segment at north end, within Monroe, approved

3 Washington State Legislature, *Session Laws of the State of Washington*, 1937, Chapter 207, Sec. 16 (b), 1010.

4 Washington State Department of Transportation, Engineering, King County maps.

1946, select sections received bituminous and/or concrete treatments

1952, Duvall South work approved

1953 and 1955, Carnation (Tolt) to Duvall Bridge work

1953, SSH 15B King County line to Haskell's Slough work approved

1955, SSH 5B Haskell's Slough to Monroe work approved

1957, most of Snohomish County section (King County line north to Haskell's Slough) graded, surfaced, paved

1958, remainder of Snohomish County section (from Haskell's Slough north) graded, paved with asphalt concrete

1963, repaved sections through Duvall and Carnation (Tolt), oiled the rest of the King County stretch

1973, all of District No. 1 (including SR 203), removing and installing lane and mile markers

1973, paved the section from bridge south of Carnation (Tolt)

1978, Snohomish County sections of SSH 15B paved, along with shoulders; guardrails added

1981, road shoulders widened at bridge vicinity in Monroe, new guardrails installed

1996, vicinity of NE 77th Street work approved

1998, Stillwater vicinity work approved

2002, SR 203 NE 124th Street vicinity work approved

2003, West Bagwell Street to NE 55th Street work approved

left
2013 view of SR 203. Source: Artifacts Consulting, Inc.

4.1.24 STATE ROUTE 204

State Road (SR) 204 connects SR 2 east of Everett (at Cavalero Corner) with SR 9 to the northeast. This is a short road located in Snohomish County.

CHARACTER-DEFINING FEATURES

Pre-1954 route

- Two lanes wide but at least partially unmarked
- Narrow to no shoulders

> Drainage ditch along one side

> Residential development exhibiting a range of construction periods, including recent

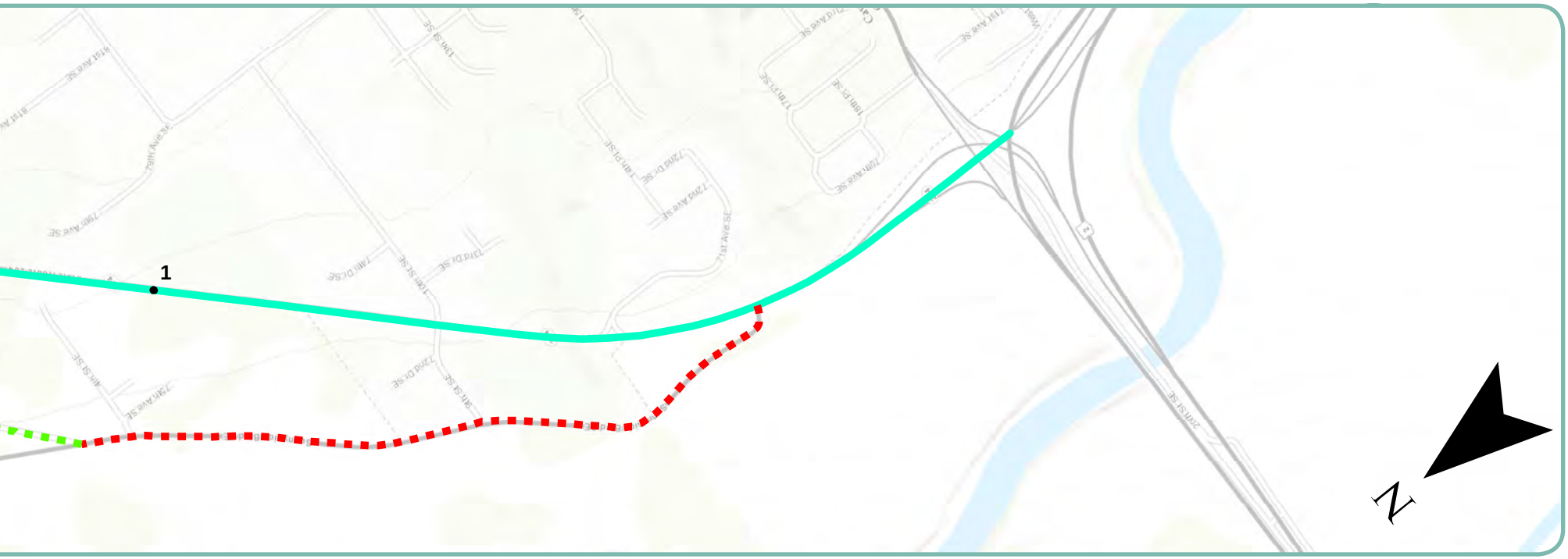
» View over Snohomish River Valley

Post-1954 route

- Two to four lanes wide
- Fog lines
- Lane markers

POINTS OF INTEREST

◊ Cavalero Corner



PLANNING AND CONSTRUCTION

The present SR 204, formerly known as SSH 15A, follows a relatively straight route established in 1954. The former, winding route is adjacent to the north along Vernon Road (or Permanent Highway 23, paved in 1916) and Sunnyside Boulevard.[1] By at least 1937, the former route took on the new name SSH 15A and began east of Everett at a junction with PSH 15 (now SR 2), stretching northeast to intersect with SSH 1A (now SR 9). The description goes on to mention SSH 15A continuing northeast to Granite Falls.[2]

CHANGES

The former SSH 15A route, along Vernon Road, retains a high degree of integrity. There are narrow or no shoulders and a lack of lane markers and fog lines along select sections. The current path of SR 204 has little to no integrity, two to four lanes, widened shoulders and all new development along the corridor; it is a contemporary highway with limited accessibility. The following dates reflect maintenance and other work contracts on the current path.

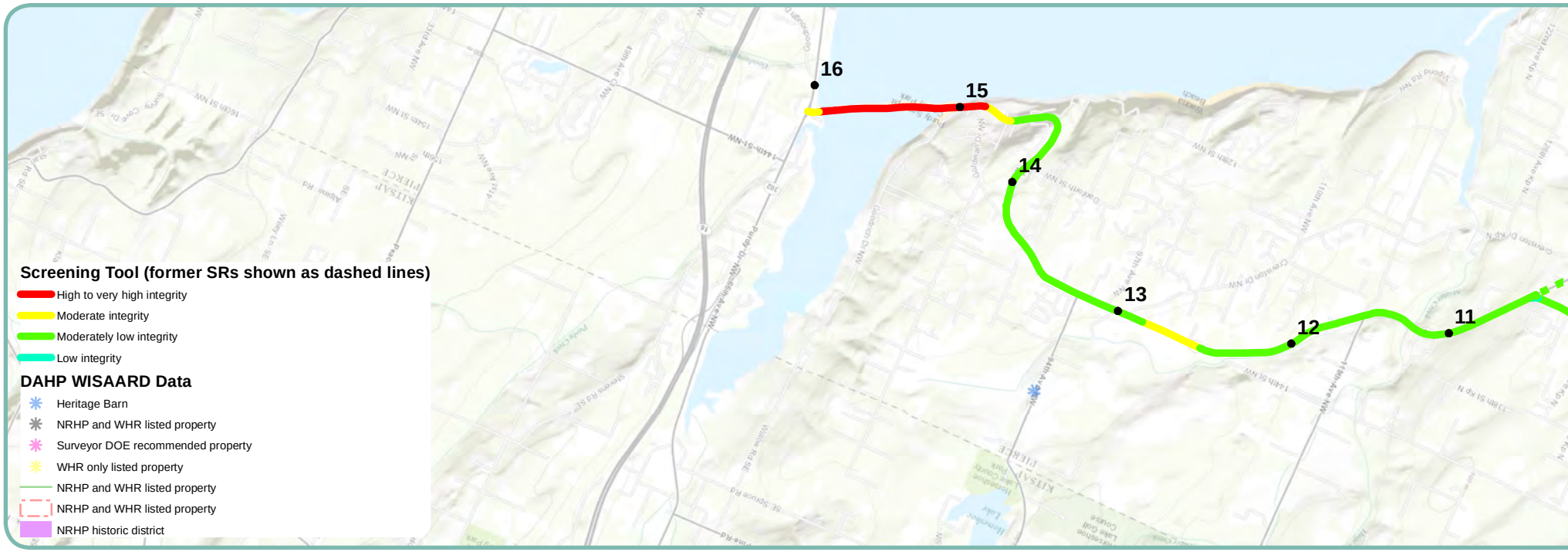
1954, former SSH 15A relocated to current corridor

1973, new mileposts and lane markers installed

1988, truck climbing lane added

1 WSDOT detailed maintenance key maps, Snohomish County. Note: Vernon Road also had another section, Permanent Highway 51, paved in 1925.

2 *Session Laws of the State of Washington* of 1937, Chapter 207, Sec. 16 (a), 1010.



4.1.25 STATE ROUTE 302

State Road (SR) 302 extends from the Mason-Pierce County line at Rocky Bay (Case Inlet) on the west to an intersection with Highway 16 at Purdy at the east end. This route is also known as Gig Harbor-Longbranch Highway, Rocky Bay Point Road, Purdy Drive NW, and Elgin-Clifton Road along portions.

CHARACTER-DEFINING FEATURES

- Two-lane rural highway
- Fog lines
- Lane striping
- Paved shoulders

> Curving, forested corridor

» Highly scenic views of Mount Rainier, the Olympic Mountains, Henderson Bay and Case Inlet

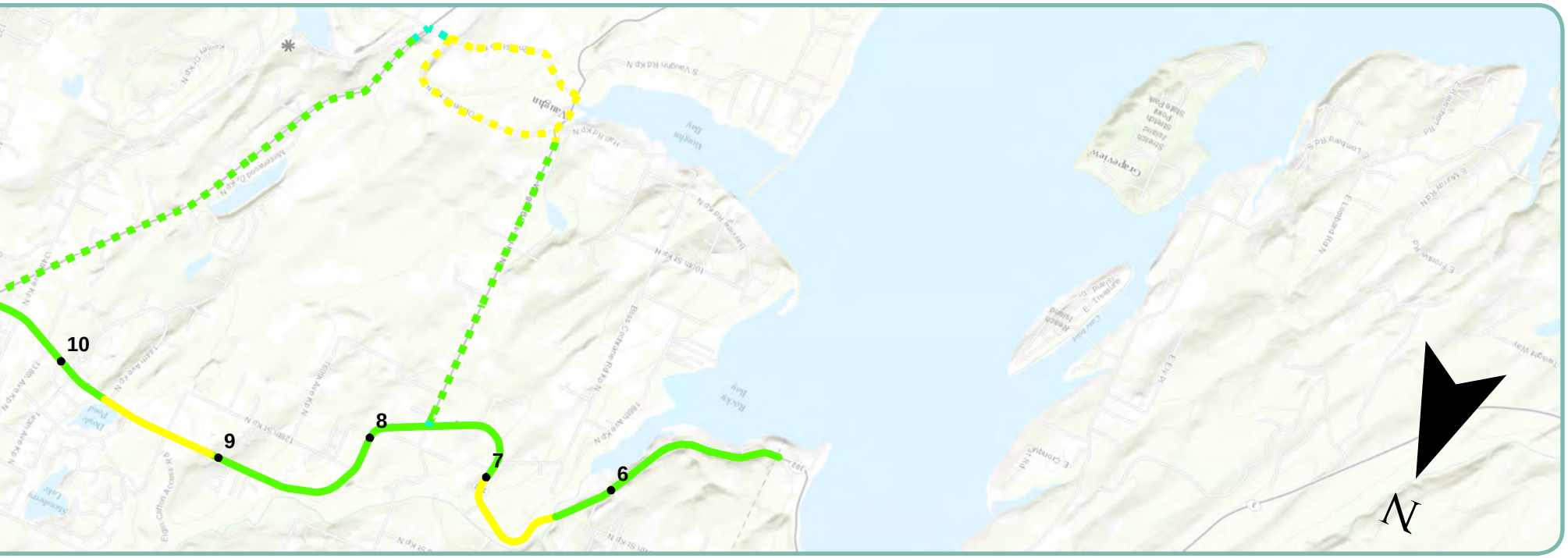
POINTS OF INTEREST

◊ Wauna
◊ Purdy
◊ Purdy Sand Spit
◊ Purdy Bridge
◊ Carr Inlet
◊ Rocky Bay

PLANNING AND CONSTRUCTION

The current SR 302 incorporates portions of older roads. The oldest known section of SR 302, from Purdy to northwest of Wauna, was built as part of Permanent Highway (PH) 13 in 1919–1921, the Gig Harbor-Longbranch Road. PH 13B continued the road westward in 1922–1923, ending between Glencove and Vaughn. These segments joined to form Secondary State Highway (SSH) 14B in the 1930s and renamed as SSH 14A in 1955.[1] The Session Laws of 1937 describe SSH 14B as beginning just east of Purdy at an intersection with PSH 14 (now SR 16) and stretching westerly to a junction with SSH 14A north of Allyn.[2] Most of the route had either gravel or paving of some sort by 1944.[3]

1 Washington State Department of Transportation, Engineering, key map for SR 302.
2 *Session Laws of the State of Washington* of 1937, Chapter 207, Sec. 15, 1010.
3 Engineering, key maps for Pierce County.



CHANGES

SR 302 generally retains a rural, two-lane character. The roadway is highly intact along the Purdy Bridge and Sand Spit. The most significant change is a rerouting from the 1970s. The former route went southwest along Key Peninsula Highway, cut west towards Vaughn Bay, then north along Wright-Bliss Road. In 1975, the state approved a cutoff that stays north, avoiding the long southern dip. This reroute follows Elgin-Clifton Road. Other changes include added turn lanes at select intersections and some guardrails at curves. Some shoulder sections are widened.

1919, Gig Harbor-Longbranch Road (PH 13) Purdy to Creviston Drive NW approved, began construction

1922, Gig Harbor-Longbranch Road (PH 13B) extension approved, completed in 1923

1932, short segment of current route approved as part of Bliss-Cochran Extension Co. Road

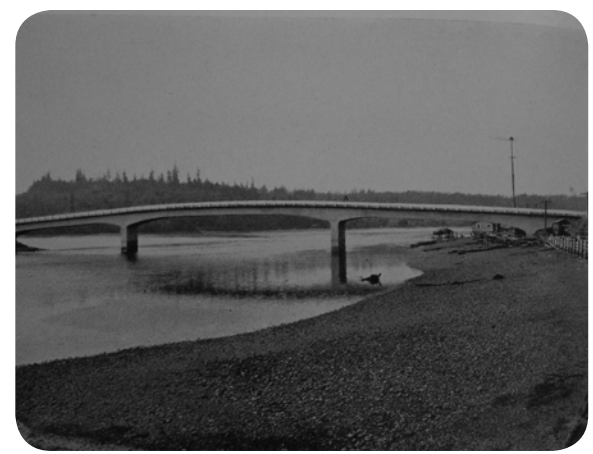
1951, Small Creek bridge replacement

1954, Wauna vicinity work

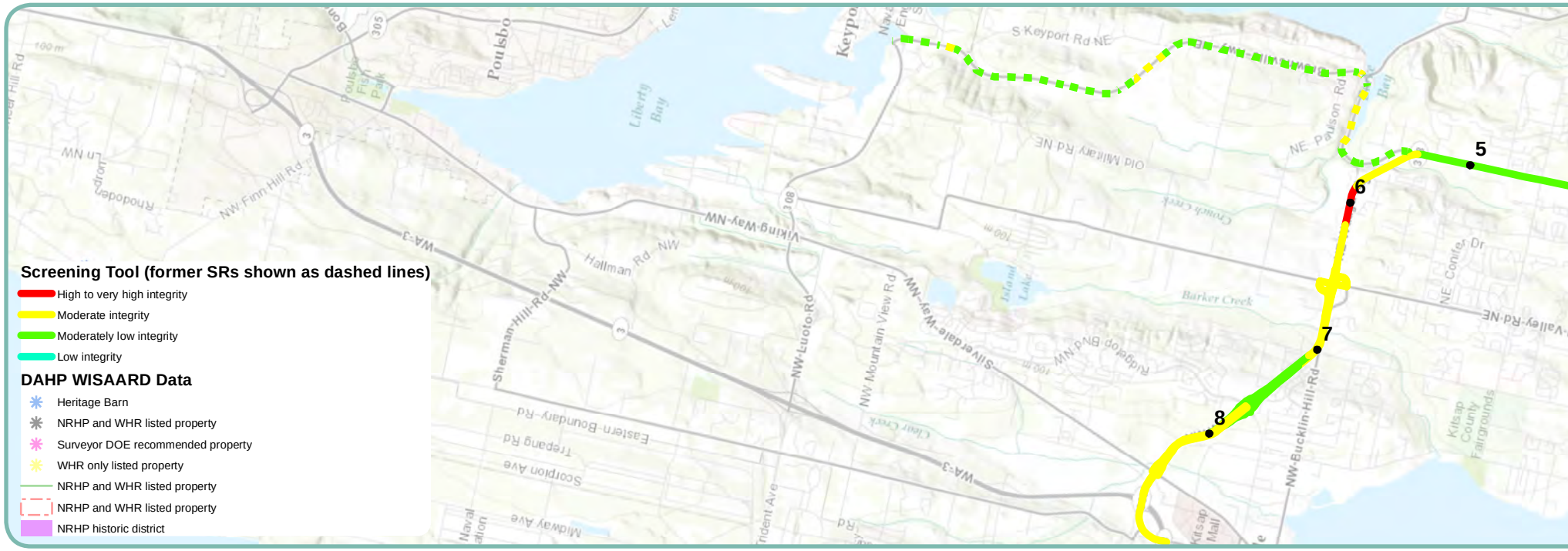
1963, Rocky Creek bridge replacement

1975, Elgin-Clifton Road cutoff approved (completion date unknown)

1991, Creviston Drive to Purdy work



right
1936-1938 view of Box Girder Bridge at Purdy Spit, Pierce County (State-Aid Highway), SR 302. Source: Washington State Archives.



4.1.26 STATE ROUTE 303

SR 303 stretches from Highway 3, north of Silverdale, south/southeast across the Kitsap Peninsula into downtown Bremerton, to an intersection with SR 304 in front of the Puget Sound Naval Shipyard. SR 303 is also known, in sections, as Warren Avenue, Wheaton Way, and Waaga Way.

CHARACTER-DEFINING FEATURES

- Multi-lane, undivided highway with stoplights along most of the route
- Downtown historic commercial and civic buildings in Bremerton, almost no setback except for sidewalks
- Sidewalks on both sides of road for most of route
- World War II-era housing along former SR 303 alignment (Wheaton Way)
- Limited to moderate setback of historic residential and commercial buildings from corridor north of Warren Avenue Bridge

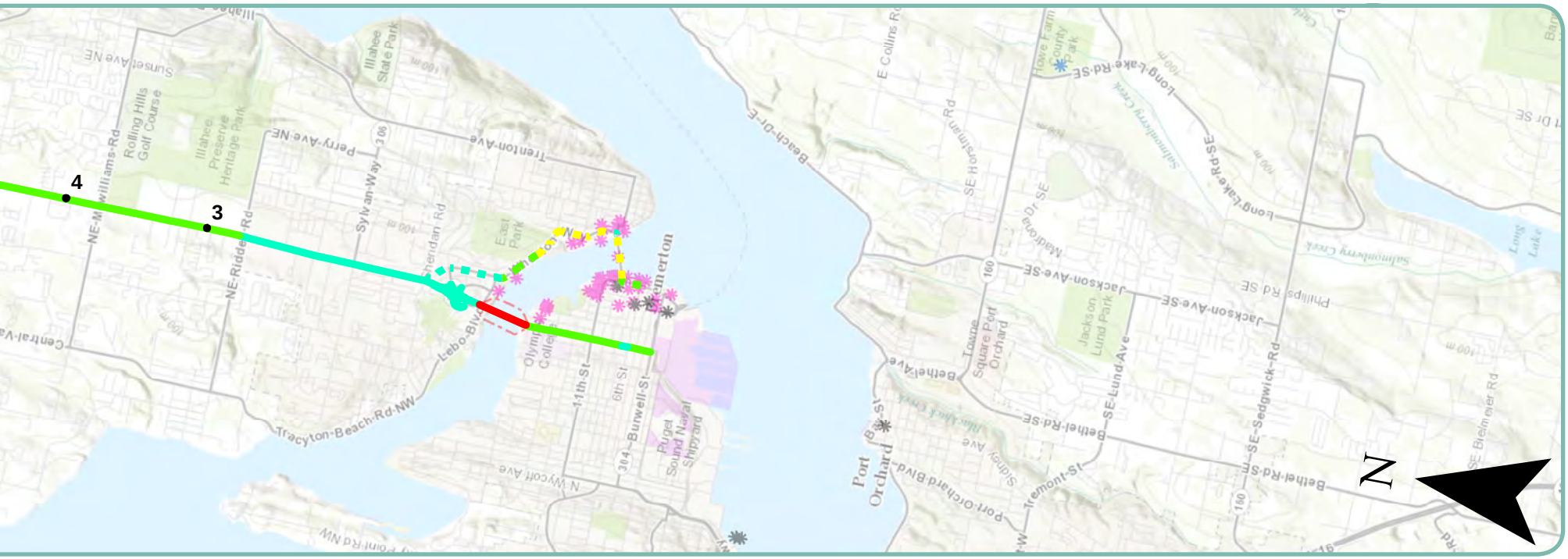
POINTS OF INTEREST

- Bremerton
- Puget Sound Naval Shipyard
- Coder-Coleman House

PLANNING AND CONSTRUCTION

Most of the current SR 303 (from Bremerton north to just past Milepost 5) comes from the previous SSH 21B, which was a secondary route for SR 3 (PSH 21). Originally, the route went from Bremerton, over the Manette Bridge and north to Keyport. The current route bends west between mileposts 5 and 6, whereas the former SSH 21B wound northerly to Keyport, where it met an offshoot of PSH 21.[1] The original SSH 21B, established in 1937, incorporated sections of older roads such as PH 12 (Wheaton Way, from north side of Manette Bridge to Sheridan Road) from 1926. The long north-south section of SR 303, which overlaps with the original SSH 21B align-

1 Historic maps from 1939 show 21B didn't bend west to Hwy 3, rather it continued north to Keyport. Map 1915_AR_744G.



ment, dates to at least 1930 but had no known official name(s).[2] The west bend section, starting at Brownsville Highway NE and continuing to SR 3 just north of Silverdale, dates from 1979.

2 Detailed WSDOT key map labels this section as "L. H. No. 2, 12-1930."

CHANGES

The alignment of SSH 21B changed at the very south end in circa 1957, moving from the Manette Bridge west to the Warren Avenue Bridge, thus traveling more directly through downtown and making for a straighter north-south path than the former. The highest corridor integrity is within Bremerton south of the Warren Avenue Bridge and at the bridge itself. The rest of the corridor has been altered.

1926, PH 12 established, from north end of Manette Bridge to approx. Sheridan Road NE

1930, original Manette Bridge (recently replaced) constructed

1937, creation of SSH 21B, from East Bremerton to Keyport

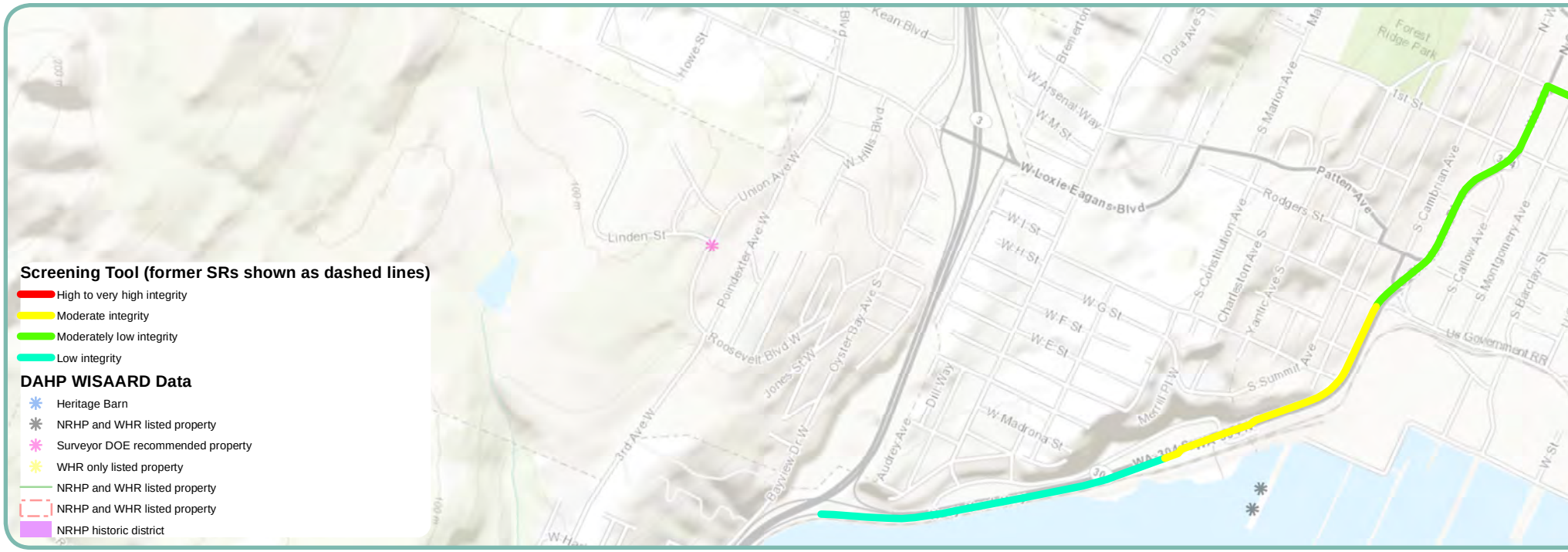
1943, Manette North (from north end of Manette Bridge almost to former SR 306)

1957, Warren Avenue Bridge south and north approaches constructed

1979, Riddell Road to Bucklin Hill Road vicinity

1993, Jct. SR 3 to Bucklin Hill Road vicinity-

left
Intersection 21B and Sheridan Road, SR 303. December 19, 1958. Source: Washington State Department of Transportation.



4.1.27 STATE ROUTE 304

Established as a portion of the former Navy Yard Highway,[1] the road segment now known as SR 304 begins at a junction with SR 3 in Navy Yard City at the western edge of Bremerton, running northeast to the junction with SR 310 before turning east to continue to the ferry terminal in Bremerton.

1 Washington State Legislature, *Session Laws of the State of Washington*, 1923, Chapter 185, Section 13, pg 631.

CHARACTER-DEFINING FEATURES

> Road parallels Sinclair Inlet
> Passes through Bremerton, flanked by sidewalks and one- to two-story residential and commercial buildings
» Scenic views of Sinclair Inlet and Puget Sound Naval Shipyard

POINTS OF INTEREST

◊ U.S.S. Missouri, NRHP-listed ship
◊ U.S.S. Hornet, NRHP-listed ship
◊ Bremerton
◊ Navy Yard Puget Sound, Bremerton, NRHP-listed historic district
◊ Marine Reservation Historic District, Bremerton, NRHP-listed historic district
◊ Hospital Reservation Historic District, Bremerton, NRHP-listed historic district
◊ Puget Sound Radio Station Historic District, Bremerton, NRHP-listed historic district
◊ Officers' Row Historic District, Bremerton, NRHP-listed historic district

PLANNING AND CONSTRUCTION

A relatively short road, SR 304 began as a section of the Navy Yard Highway running from Navy Yard City to Charleston (now consolidated with Bremerton). The road segment has changed names numerous times over the years. It appears to have been first established within the SR system as SSH 21, in 1915,[2] then in the 1921 Session Laws, it seems to be referred to as the Navy Yard Highway, and in the 1923 Session Laws the Navy Yard Highway is also established as PSH 14. However, in 1925, the specific section of road now known as SR 304 appears to return to its old moniker, SR No. 21.[3] The current east-west segment along the north side of the Puget Sound Naval Shipyard was established after 1939.

CHANGES

In addition to all of this road's name changes, general alterations include repaving, widening, and rerouting of traffic to accommodate the Bremerton–Seattle ferry. Maps from the state Department of Transportation indicate the following work was approved on the route:[4]

1933, Concrete paving through road's route through the City of Bremerton

1938, Tidewater Creek to Bremerton

1943, Cambrian Avenue and Garragut Street in Bremerton

1976, U.S.S. Missouri Left Turn Channelization

1978, Callow Avenue to Pacific Avenue, grading, storm sewer system, paving, curbs, sidewalks, striping, and signage

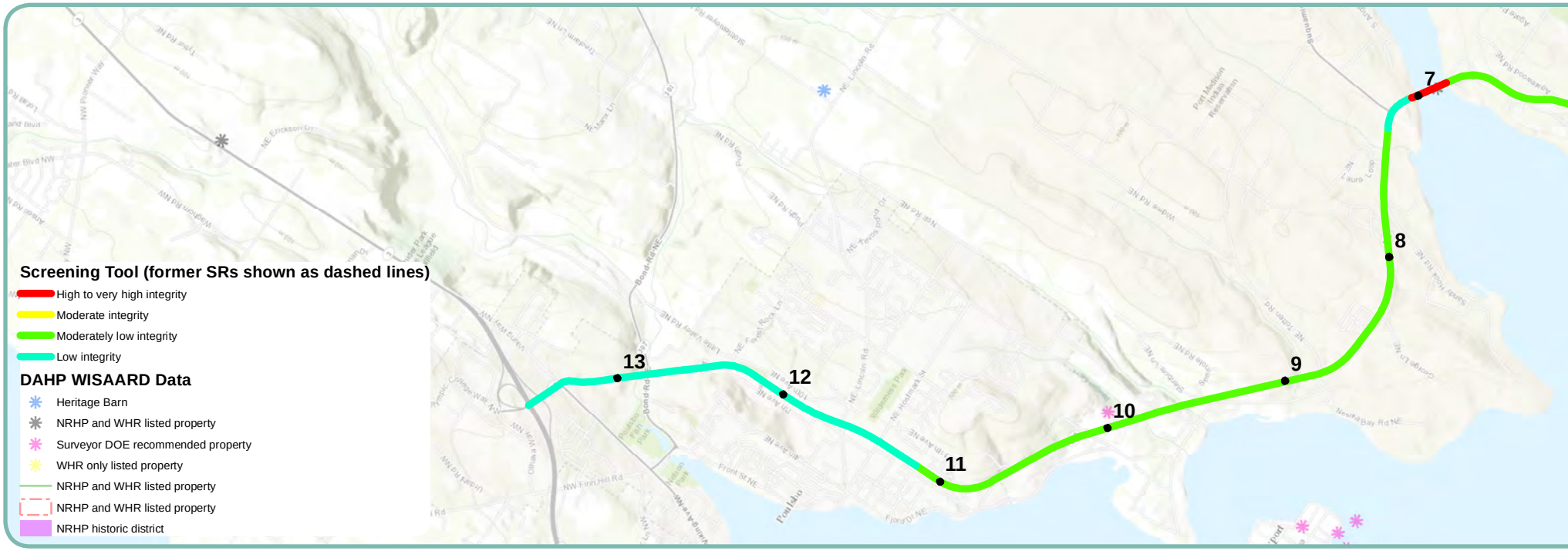
1989, Bremerton Ferry Terminal Holding Lanes

1992, Junction SR 3/304 Interchange

2 Washington State Legislature, *Session Laws of the State of Washington*, 1915, Chapter 164, Section 21, pg. 491.

3 *Session Laws of the State of Washington*, 1925, Chapter 20, pg 45.

4 Washington State Department of Transportation, Engineering, Kitsap and SR 304 key maps.



4.1.28 STATE ROUTE 305

Located in Kitsap County, State Road (SR) 305 connects SR 3 with Bainbridge Island. The route runs primarily north-south and comes into the northwest corner of Bainbridge Island via a bridge at Agate Pass. SR 305 ends at Eagledale, on the island's east side, where the Seattle ferry lands. Constructed in 1950, Agate Pass Bridge opened Bainbridge Island to easier vehicle access. With the bridge in place, ferries from the peninsula communities of Suquamish and Indianola to the island went out of service and a new ferry terminal opened at Eagledale (formerly known as Winslow). Historically, the island's communities were located in proximity to the shoreline, for water access. The creation of roads, particularly the current alignment of SR 305, across the island opened its interior to development.

CHARACTER-DEFINING FEATURES

- Two lanes from NE Harrison Street to Eagledale, with extra turn lanes added at select intersections
- Ferry parking along shoulder in the Eagledale vicinity
- On Bainbridge Island, there are extra wide paved shoulders but no sidewalks except in Eagledale

> Mixed residential and commercial development directly along corridor from SR 3 to Agate Pass

> Denser development at northern extent and becoming more rural towards the bridge

> Forested corridor on Bainbridge Island

> Development set back on Bainbridge Island—residences typically not visible from road

> No lights or power lines along the corridor on Bainbridge Island

» Scenic views of Puget Sound

POINTS OF INTEREST

- Poulsbo
- Liberty Bay
- Agate Pass Bridge
- Puget Sound
- Bainbridge Island
- Seabold Church
- Eagledale
- Intersects with former Port Hudson-Port Blakely Territorial Road (present Sportsman Club Rd NE), est. 1865

PLANNING AND CONSTRUCTION

SR 305, formerly known as SSH 21A, occupies a different route than it did prior to the 1950s. The pre-1950s alignment, referred to as the former route, incorporated sections of older roads such as Permanent Highway (PH) 3, PH 11, PH 11A, PH 11B, the Port Blakely-Agate Pass Highway, Donahoe Road #1, and others. Establishment dates are not available for most of these, but PH 3 was graded and featured gravel surfacing in 1915. The same happened for PH 11, PH 11A, and PH 11B between 1925 and 1929. On the island, the complete original SSH 21A alignment was in place by at least 1935.[1] Beginning in 1948, the state highway department paved the road approaches to the bridge.

right
Road construction (SR 305) in Poulsbo, 1928. Source: Washington State Archives.

1 Washington State Department of Transportation, detailed maintenance logs and road key maps.

CHANGES

The original alignment of this state route, dating from circa 1915–1935, was extensively redirected in the 1950s. Before 1950, the route intersected SR 3 at NW Lindvig Way and passed through downtown Poulsbo along Front Street. With the opening of Agate Pass Bridge and increase of traffic in the area, the state route was redirected, with a new exit further north on SR 3 and bypassing downtown Poulsbo. The former route SSH 21A also went through rural communities such as Seabold and Lemolo, connected to a ferry landing at Suquamish (discontinued), and occupied a north-south path across much of Bainbridge Island, ending at Port Blakely. The current route is further inland on the peninsula and further east on the island, terminating at Eagledale (historically known as Winslow) instead of Port Blakely.

The northern section of SR 305 has been significantly widened to at least five lanes and new stoplight intersections have been added. Recent commercial development lines the northern section, particularly in the Poulsbo vicinity. From SR 3 south to approximately NE Harrison Street, the route has been widened to a five-lane, undivided highway with intermittent stoplight intersections. HOV lanes and bike lanes for commuters have been added in multi-lane sections. South of Poulsbo, semi-urban type development is typical, with clusters of residences off a single neighborhood access road and dispersed commerce. The route becomes more rural continuing south but there are wide or extra wide shoulders where the number of lanes decreases.

1935, grading and applying a crushed stone surface to the road from Port Blakely north, along pre-1950 alignment

1944, grading, surfacing and applying oil to Fort Ward—Battle Point section, along pre-1950 alignment, Contract #2878

1948, Agate Pass Bridge approaches graded and paved

1949, Town of Eagledale (Winslow) Ferry Landing approved

1950, junction with State Road 3 (previously PSH 21) past Poulsbo and to Agate Pass; at Agate Pass, work approved on the Pipe Line to Toll House

1950, Agate Pass to Eagledale (Winslow) approved and Agate Pass Bridge constructed

1953, Eagledale (Winslow) to Rolling Bay approved (this continued the former work action towards the ferry terminal)

1965, Eagledale (Winslow) Ferry Terminal Holding Compound

2005, Poulsbo south city limits vicinity to Bond Road vicinity

4.1.29 STATE ROUTE 307

SR 307 connects SR 104 west of Kingston with SR 305 north of Poulsbo, located entirely in Kitsap County. This is a short state road, alternatively known as Bond Road NE.

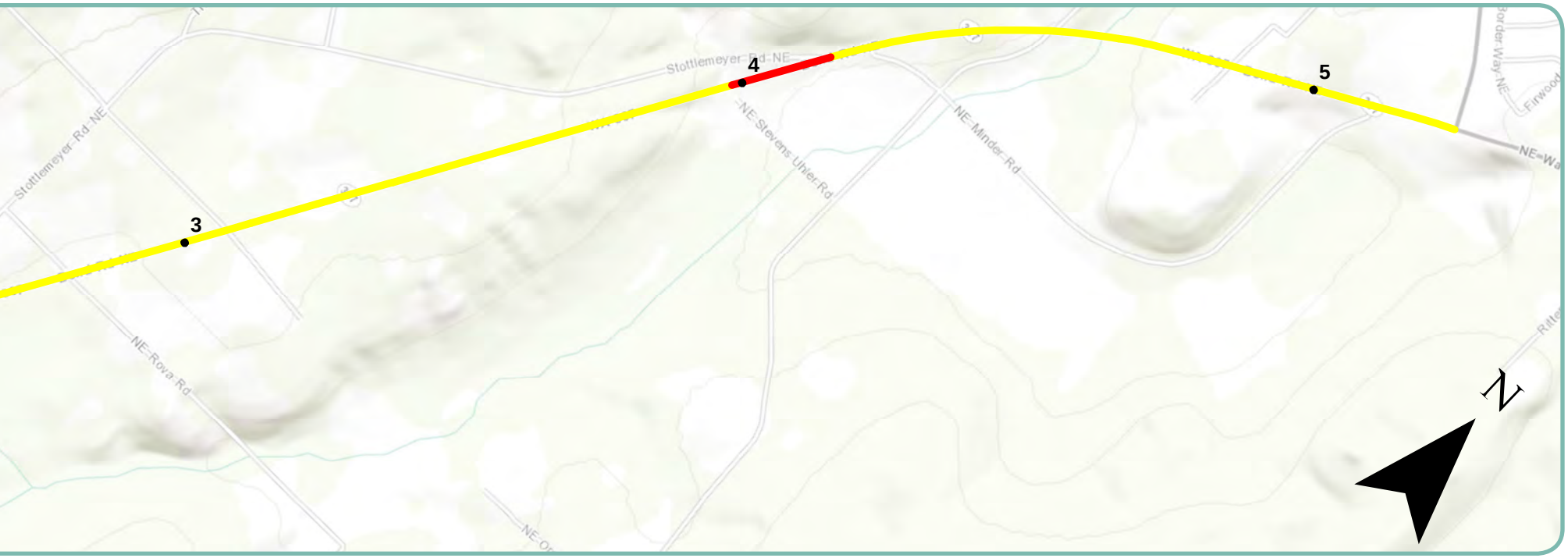
CHARACTER-DEFINING FEATURES

- Two-lane road
- Paved shoulders, ranging from narrow to wide
- Center rumble strip
- Ditches on both sides

> Wooded corridor with openings to farmland views

POINTS OF INTEREST

N/A

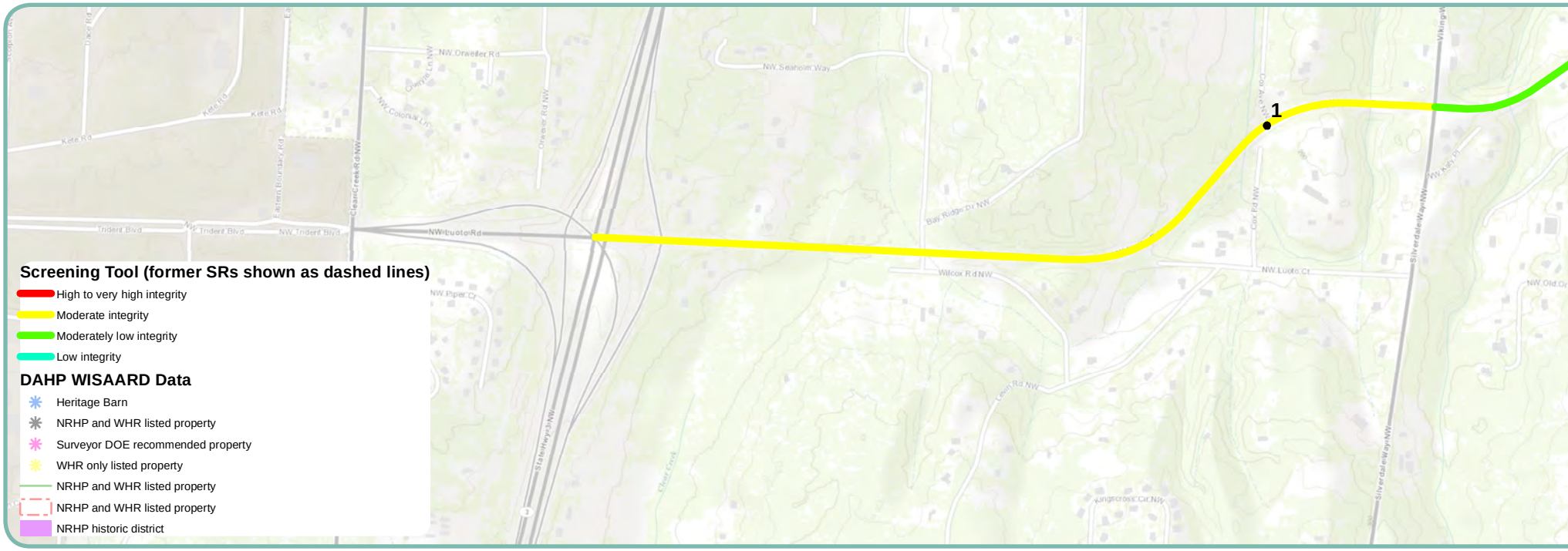


PLANNING AND CONSTRUCTION

SR 307 dates to 1999, according to Washington State Department of Transportation key maps.

CHANGES

No significant changes have been made since this route was established in 1999.



4.1.30 STATE ROUTE 308

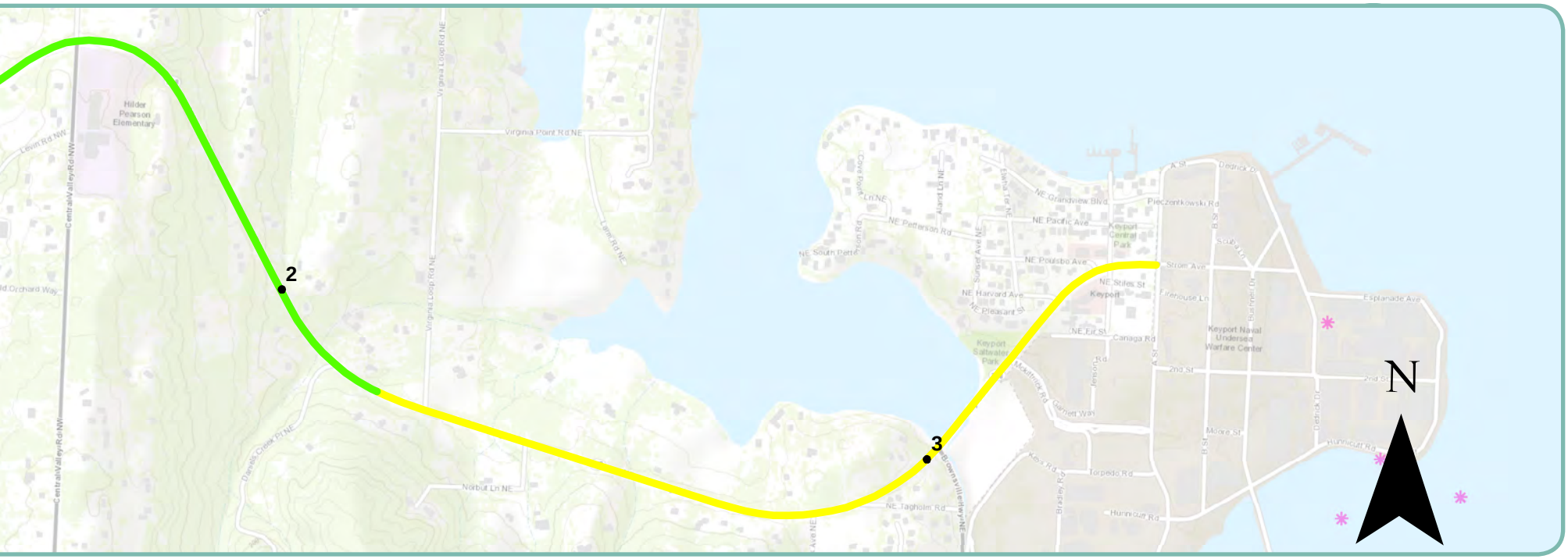
Originally established as a branch of SR No. 21, the road segment now known as SR 308 begins at a junction with SR 3 and runs east through Pearson and Virginia to Keyport.

CHARACTER-DEFINING FEATURES

- – Two-lane road
- > Construction primarily set back from road
- > Road in natural rural setting, partially wooded

POINTS OF INTEREST

- ◊ Keyport
- ◊ Naval Undersea Museum, Keyport



PLANNING AND CONSTRUCTION

The road was established as the Keyport Branch of SR 21 in 1929.[1] The road segment continued on as the Keyport branch when the SR was elevated to PSH 21 (or the Kitsap Peninsula Highway) in 1937.[2] The road was later renamed SR 303 before the state realigned SR 303 to the south and subsequently gave the road its current designation as SR 308. In 1978, WSDOT extended this road from its former connection with SR 3 to the realigned route that is in use as SR 3 today.

CHANGES

General alterations to SR 308 include paving, grading, striping, lane markers, and the addition of metal guardrails and widened shoulders. Maps from the state Department of Transportation indicate the following work was approved on the road:[3]

1931, Grading and surfacing

1979, Lane markers, pavement striping

1981, Luoto Road–Junction SR 308, traffic signals

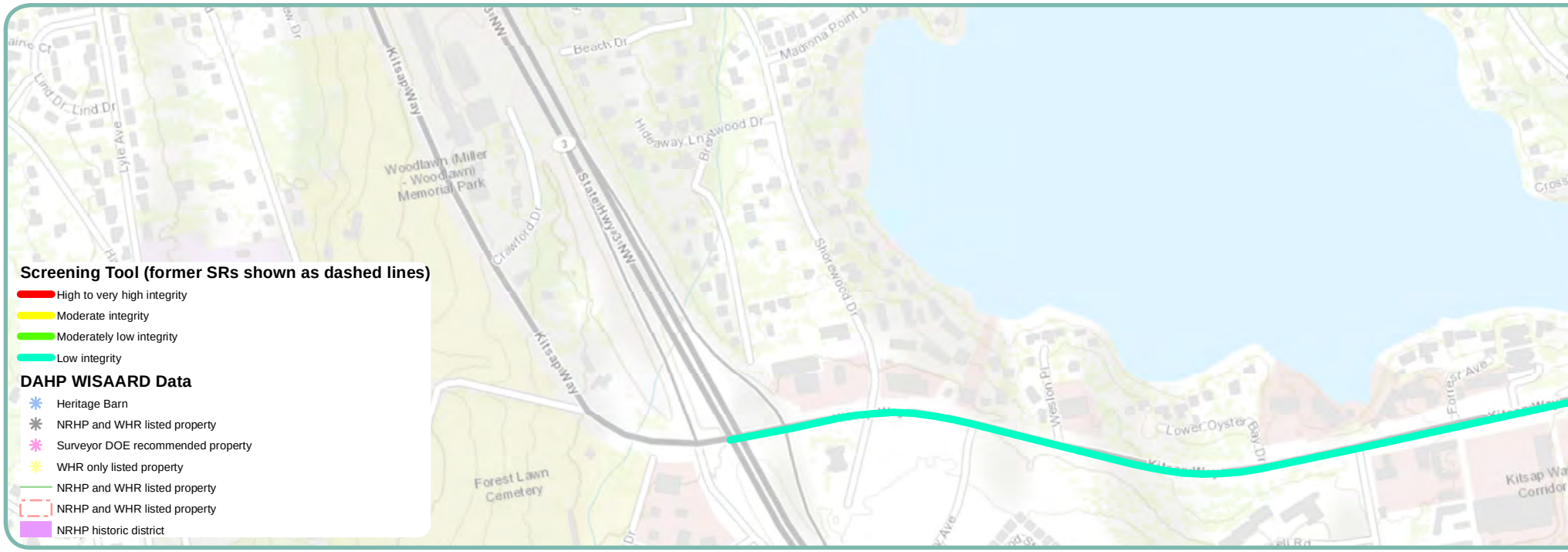
1982, Dog Gish Bay Bridge replacement, prestressed concrete slab bridge

1982, Central Valley Road Intersection, grading, surfacing, striping, illumination

1 Washington State Legislature, *Session Laws of the State of Washington*, 1929, Chapter 116, 248.

2 *Session Laws of the State of Washington*, 1937, Chapter 190, 941.

3 Washington State Department of Transportation, Engineering, Kitsap County Maps.



4.1.31 STATE ROUTE 310

Established by 1942, the road segment now known as SR 310 begins at a junction with SR 3 and runs east along Oyster Bay to a junction with SR 304 in Bremerton.

CHARACTER-DEFINING FEATURES

- Two-lane road
- Flanked by sidewalks and commercial corridor along Callow Avenue

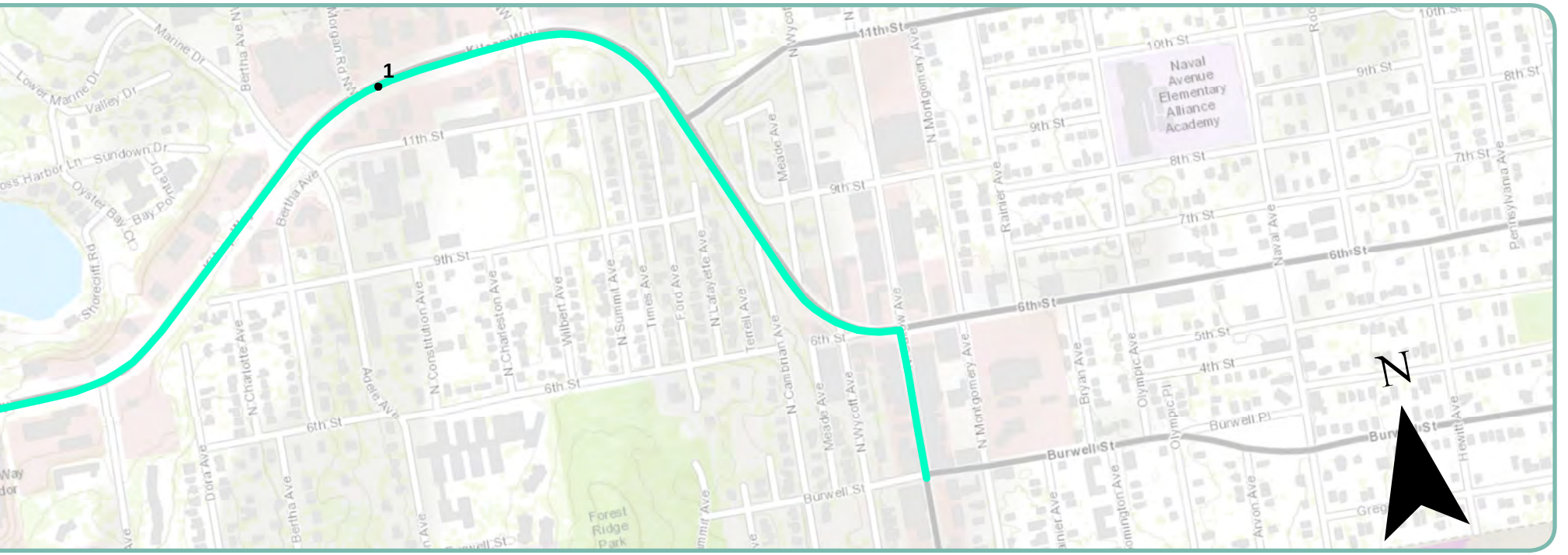
POINTS OF INTEREST

- Bremerton

PLANNING AND CONSTRUCTION

The portion of SR 310 that runs concurrent with Callow Avenue between Sixth Street and Burwell Avenue appears on Sanborn maps dating from 1925.[1] By 1926, the state had authorized improvements on the road.[2] By 1928, the road, known as Kitsap Way in Bremerton, was constructed between Sixth Street and Times Avenue and was classified as part of PSH 21.[3] A few maps from the 1920s also indicate a road following the general alignment of SR 310 within PSH 21.[4] In the 1960s, the state established

1 Sanborn Fire Insurance Maps, Charleston, June 1925, Sheets 1 and 3.
2 Washington State Department of Transportation, Engineering, Kitsap County.
3 Sanborn Fire Insurance Maps, Bremerton, June 1928, Sheet 1; Sanborn Fire Insurance Maps, Bremerton, June 1928-January 1947, Sheet 1.
4 1928_AR_3364G, 1926_AR_2010G



State Route 3, a new highway along the Kitsap Peninsula that generally followed or roughly paralleled the alignment of PSH 21.[5] SR 3 bypasses downtown Bremerton, running north-south along the western edge of the city. As a result, the former route of PSH 21 into Bremerton became State Routes 304 and 310.

CHANGES

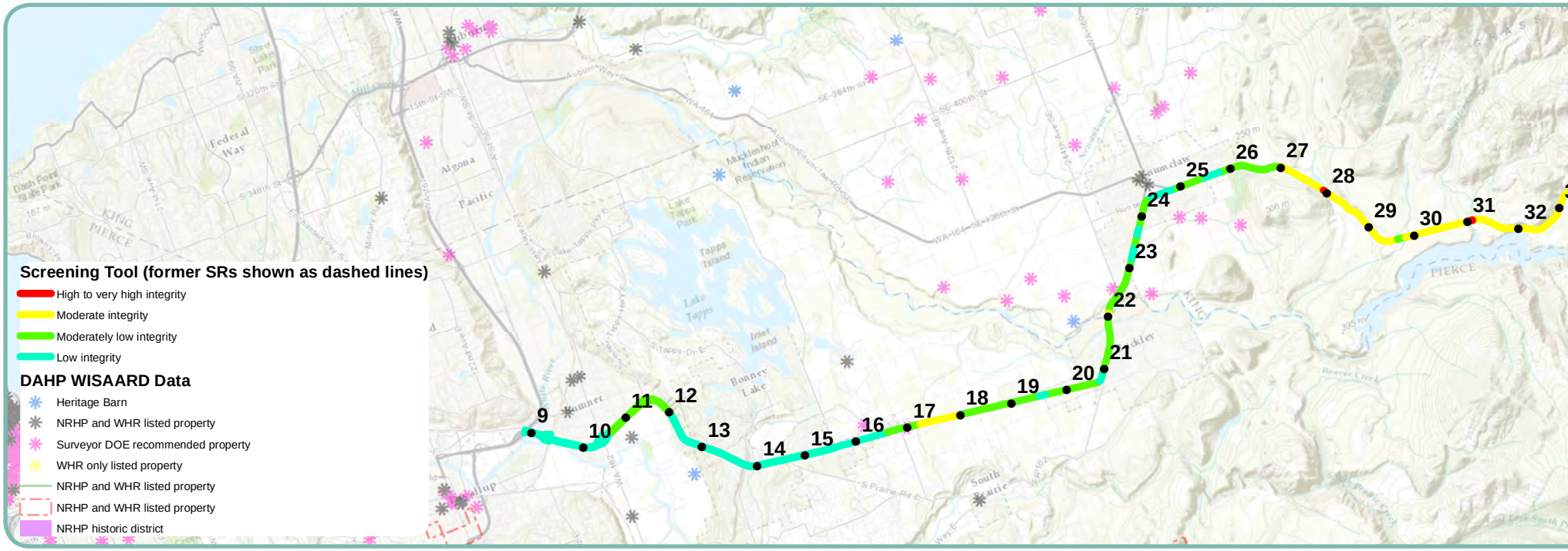
The road has been widened and new development borders the corridor. Other general alterations include lane markings, sidewalks, new signals, and an interchange with SR 3. Maps specific to SR 310 from the state Department of Transportation indicate the following work was approved on the road:[6]

1926, Charleston–Kitsap Lake, grading and crushed gravel surfacing

1942–1944, Bremerton–Kitsap Lake, paving dual lanes

5 3_key_PLGF957.

6 Washington State Department of Transportation, Engineering, Kitsap County; 310_key_PLG1CED; 3_key_PLGF957.



4.1.32 STATE ROUTE 410

Established in 1897, the road segment now known as State Route 410 beings at a junction with State Route 167 outside of Sumner and runs southeast through Bonney Lake before turning northeast at Buckley, traveling through Boise from Pierce County into King County. State Route 410 passes along the southern edge of Enumclaw and turns southeast, paralleling the Green River before crossing back into Pierce County. The state road passes through Greenwater and continues in a southern direction through the Mount Baker–Snoqualmie National Forest and Mount Rainier National Park. The road travels over Cayuse Pass then Chinook Pass and out of the project area into Yakima County, terminating at a junction with State Route 12 northwest of Yakima. The road between Enumclaw and Naches is a listed as an All-American Road and Washington State Scenic Byway and called the Chinook Scenic Byway.

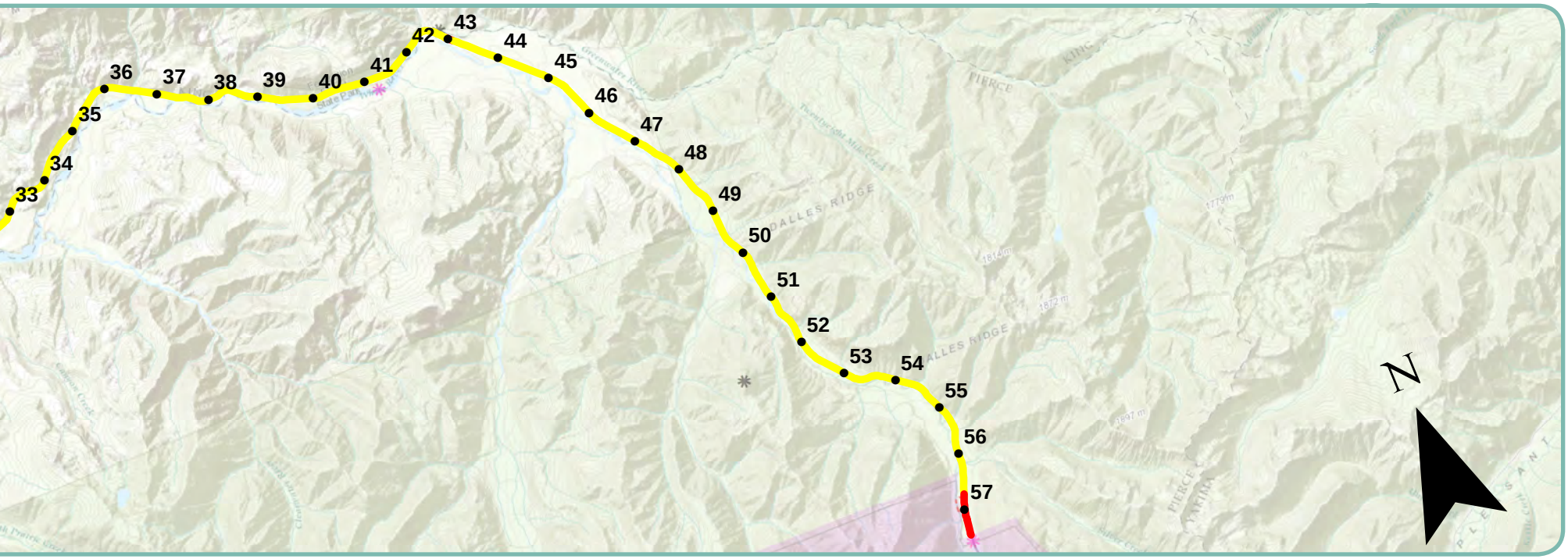
CHARACTER-DEFINING FEATURES

- Two-lane road
- Fog lines
- Striping
- Rock walls at multiple locations along the roadway
- Steep drops along the sides of the road

> Road curves following natural topography

» Scenic views of White River Valley, agricultural landscapes, Mount Rainier, and the Cascade Mountains

» Views of the Puyallup River valley and Mount Rainier



POINTS OF INTEREST

- ◊ Mount Rainier National Park
- ◊ Chinook Pass
- ◊ Tipsoo Lake Comfort Station
- ◊ Naches Tavern at mile post 43
- ◊ Entrance arches to Mount Rainier National Park
- ◊ Buckley Main Street, just off from SR 410
- ◊ Federation Forest State Park
- ◊ View points along the SR

PLANNING AND CONSTRUCTION

The current SR 410 is comprised of several older roads, some of which have existed for more than 100 years. The road has had several names due to the state's road reorganization efforts over the years. In 1897, the state called for the establishment and construction of a wagon road to run over the Cascades through the King, Pierce, and Yakima counties.[1] This road likely followed the Naches Trail, which began carrying wagon parties over the Cascades by 1853;[2] only a portion of SR 410 dates from this period. In 1905, the state appropriated funds to complete construction on the road and[3] in 1907, the state established it as State Road No. 1 or the White River–Natches Road.[4] In 1913, State Road No. 1 was incorporated into the McClellan Pass Highway, which[5] stretched from Auburn to Enumclaw and then continued east along the former State Road No. 1 alignment over the Cascades. In 1921, the state renamed McClellan Pass Highway as Naches Pass Highway.[6] It appears that the state incorporated the Naches Pass Highway within the larger system of State Road No. 5 (also known as the National Park Highway) two years later.[7] In 1937, the state changed the highway naming system, also classifying the National Park

1 *Session Laws*, 1897, Chapter CXVI, Section 1, pg. 342.
2 "Chinook Byways, A Part of SR 410 in Washington State: Corridor Planning and Management Guidebook," prepared by Otak, Inc., October 1999, 3-10.
3 *Session Laws*, 1905, Chapter 7, Section 7, 20.
4 *Session Laws*, 1907, Chapter 151, Section 4, 309.
5 *Session Laws*, 1913, Chapter 65, Section 2[f], 222.
6 *Session Laws*, 1921, Chapter 34, Section 1, 118.
7 *Session Laws*, 1923, Chapter 185, Section 4, 629.

opposite page
Stuck River to Wahl (SR 410). October 16, 1968. Source: Washington State Department of Transportation.

Highway as Primary State Highway No. 5;[8] the same year, the state included the portion of current SR 410 between Sumner and Buckley within the state road system. By 1970, the name SR 410 was in use for the road from Sumner to Yakima, by way of Chinook Pass.[9]

CHANGES

SR 410 is now an arterial highway, and has experienced numerous changes since its beginnings as a wagon road in 1897. The road has retained its general route with the exception of a rerouting to bypass downtown Sumner and a new route between Bonney Lake and Buckley. In addition to realignments and name changes, general alterations to the road include widening, repaving, and new intersections. Maps from the state Department of Transportation indicate the state approved the following improvements to the road:[10]

1928, Enumclaw East, grading and crushed gravel surfacing

1914, Greenwater West, grading

1915, Permanent Highway 11, Enumclaw–Buckley, concrete pavement

1916, Permanent Highway 7, Buckley–Sumner

1916, Permanent Highway 13, Enumclaw–LaFromboise Road, grading and surfacing

1916, Greenwater West, surfacing

1917, Greenwater East, grading and surfacing

1920, McClellan Pass West, grading

1922, Petersons–LaGrande, 18-foot wide concrete pavement

1922, Dalles–White River crossing, grading

1923, Dalles East, rock cribbing

1924, Permanent Highway 21, Sumner–Buckley, concrete pavement

1927, Permanent Highway 11G, Enumclaw–Buckley, concrete pavement

1929, Park Entrance–Crystal Creek, grading

1931, extended from Puyallup west to Tacoma, following along the south side of the Puyallup River

1960, extended from Stuck River at Sumner

8 *Session Laws*, 1937, Chapter 190, Section 5, 935-936.

9 1970 *Session Laws of the State of Washington*, Chapter 51, Section 123, pg. 376.

10 WSDOT Engineering Records, Pierce County; 410_key_pg1, 410_key_pg2; 410_key_pg3.

east to Wahl Road

1931, Morse Creek–Crystal Creek, grading, surfacing and bridge

1932, Morse Creek–two miles west of Chinook Pass, surfacing

1932, Chinook Pass–Crystal Creek, bituminous macadam

1933, Ranger Station–Sun Top Trail, grading and surfacing

1933, Sun Top Trail–Park Boundary, grading and surfacing

1933, Mount Rainier National Park Boundary–north, grading and reinforced concrete bridge

1933, City of Puyallup, 20-foot wide concrete pavement

1935, Enumclaw–park entrance, bituminous macadam

1938, Sumner–Buckley, current route approved

1939, Elie Hill–Buckley, current route approved

1945, Sumner–Buckley, asphalt concrete pavement and nonskid seal

1951, Sumner–Buckley, grade, surface

1963, Puyallup and Sumner vicinities, grade, drain, surface and asphalt concrete

1970, Sumner vicinity, pave with asphalt concrete, guide posts

1970, north of Sumner, certified to Pierce County

1971, Greenwater River Bridge to Junction SR 123, pave with asphalt concrete, reconstruct shoulders with crushed surfacing

1974, north of Sumner, certified to City of Sumner

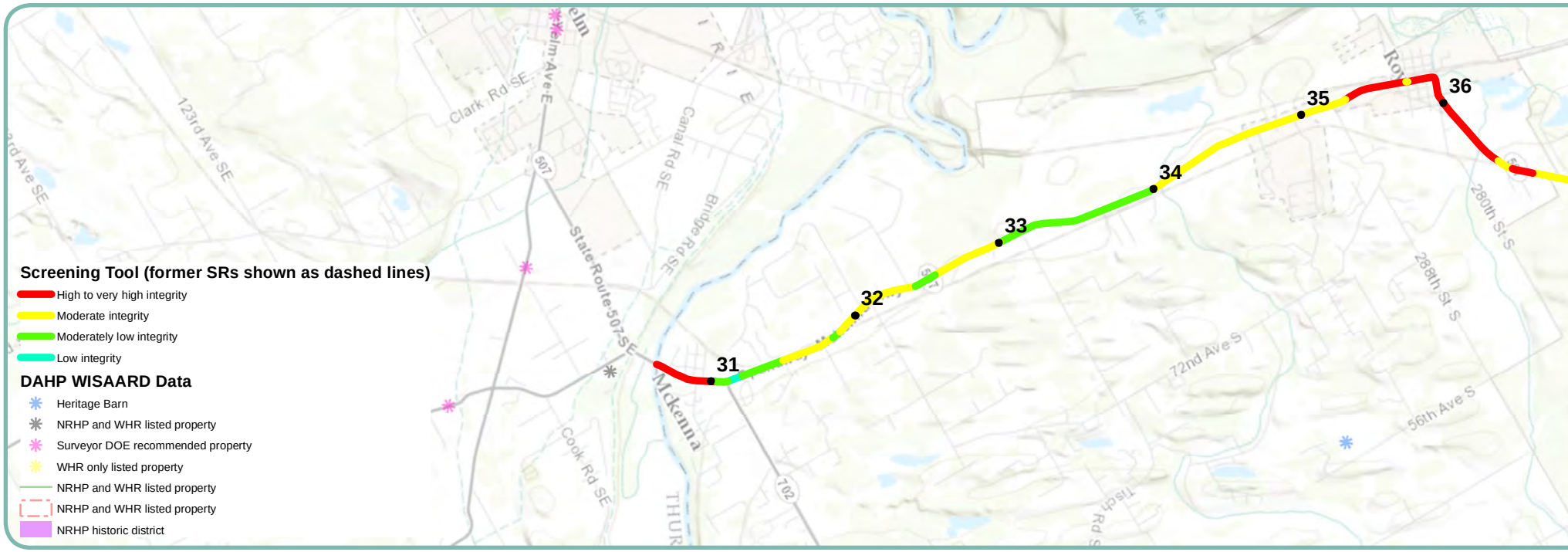
1974, Cemetery Curve, clearing, grading, surfacing, pave with asphalt concrete, erosion control

1974, Scatter Creek to National Park boundary, resurfacing, reconstructing shoulders, pave with asphalt concrete, construct guardrail

1977, Bonney Lake to Werron Road, pave with asphalt concrete, guardrail, pavement marking, improving shoulders

1982, Myers Road Intersection channelization, construct beam guardrail, install pavement markings, guide posts, and illumination

1985, Yakima County line to SR 123, pre-leveling with asphalt concrete, resurface, roadway repair, subgrade drainage, rock scaling, signing, pavement marking



4.1.33 STATE ROUTE 507

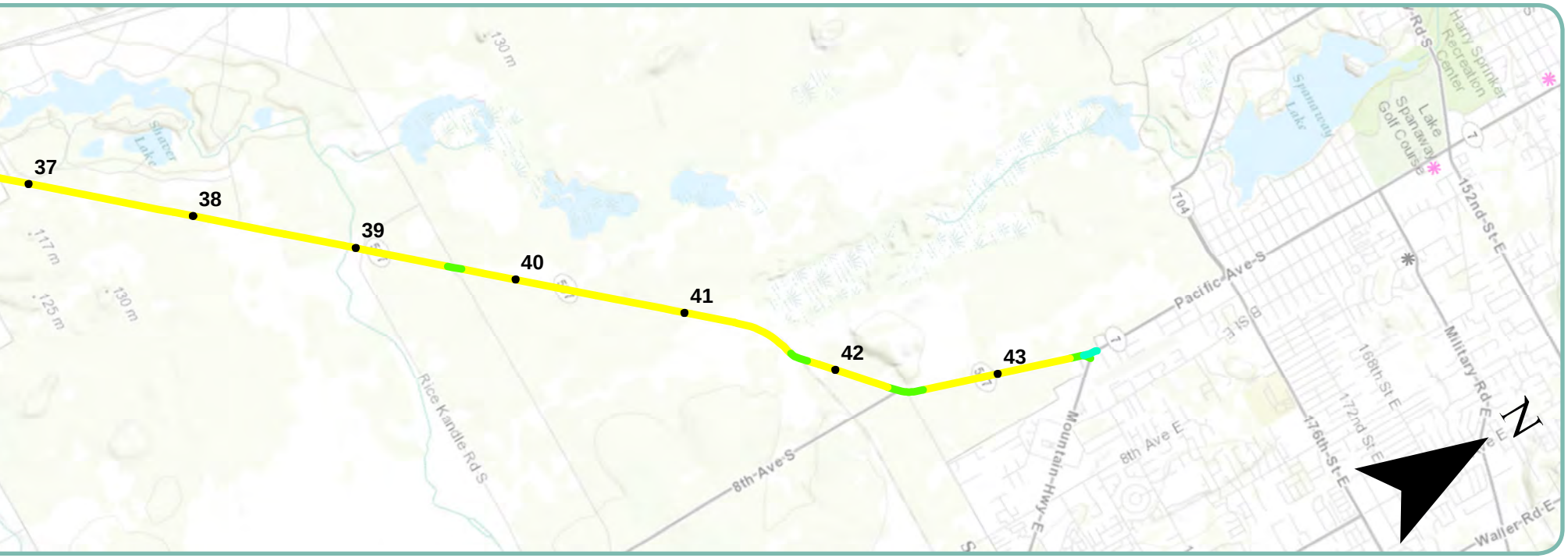
Initially constructed by 1897 and later included within the network of state highways, the road segment now known as SR 507 begins at a junction with I-5 in Centralia and runs north, entering the project area at the Thurston and Pierce county border at McKenna. SR 507 continues northeast, passing through Roy, before terminating at a junction with SR 7 near Spanaway.

CHARACTER-DEFINING FEATURES

- Two-lane road
- Tree-lined JBLM flanks road
- Road parallels railroad tracks

POINTS OF INTEREST

- McKenna
- Donation land claim homesteads
- Roy
- Wilcox Farms grain elevator, Roy
- Steakhouse Saloon, Roy
- Roy Elementary School
- James Bezz House, pre-1871, Roy



PLANNING AND CONSTRUCTION

The general corridor between Roy and McKenna appears on Government Land Office survey maps as a wagon road as early as 1897, with some segments established as early as 1856. Portions of SR 507 were improved in the early 1920s and financed through the state's Permanent Highway program. The route was incorporated within the state highway system in 1937 as SSH 5H, a branch of the PSH 5.[1]

CHANGES

SR 507 remains primarily a two-lane road; the road has been widened through McKenna, though, to incorporate a center turn-lane. General alterations include grading, surfacing, oiling, paving, and the addition of guardrails and traffic signals. Maps specific to SR 507 from the state Department of Transportation indicates the following work was approved on the road:[2]

1920, Bond Road No. 20 from Spanaway southwest to Muck Creek area

1921–1922, Permanent Highway 17, Spanaway to McKenna, surfacing and two bridges

1923, Permanent Highway 20, Spanaway to McKenna, concrete pavement

1923, Bond Roads No. 20 and 21 improved, Muck Creek vicinity

1931, Parkland to Roy Junction, 20 foot concrete pavement

1938, Roy vicinity, signals

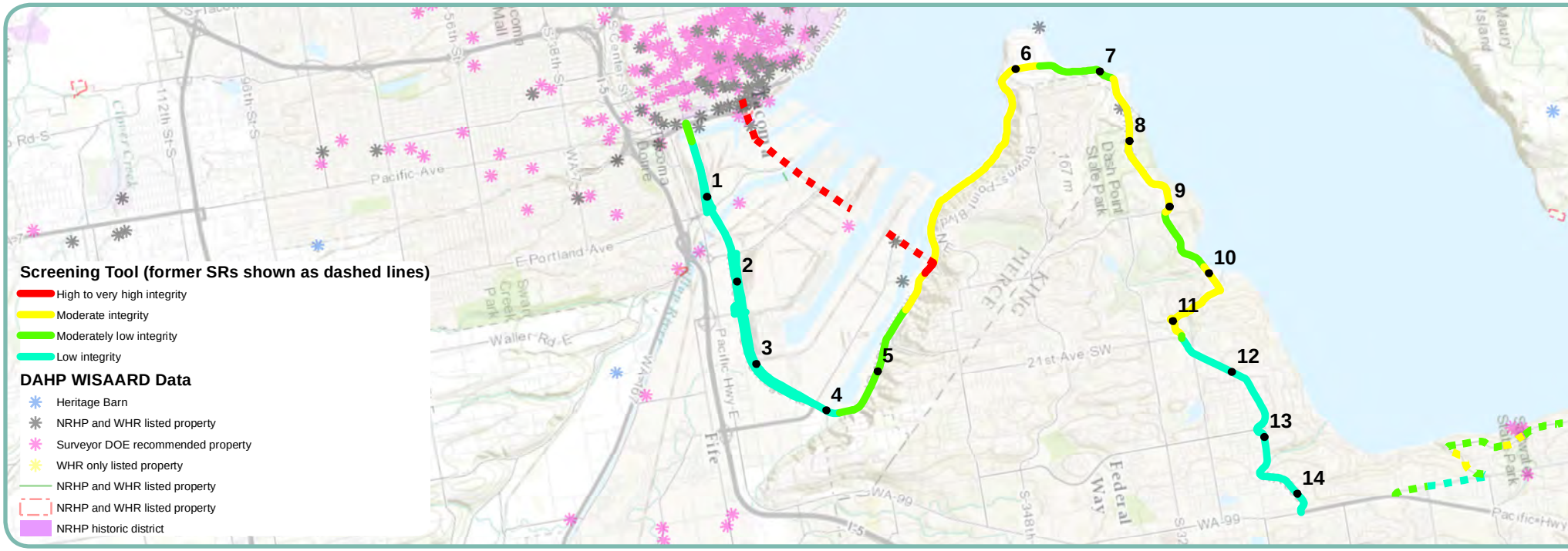
1950, Road widened four feet and resurfaced from Junction PSH No 5 to Roy

1954, Yelm to Roy was established

1996, SR 702 Intersection created

1 *Session Laws*, 1937, Chapter 207, Section 6 (g), pg. 1003.

2 Washington State Department of Transportation, Engineering, Pierce County; 507_key_PLG-DEC3



4.1.34 STATE ROUTE 509

State Road (SR) 509 is a winding, mostly north-south connector between Tacoma and Seattle. The route is located in Pierce and King counties. There are two distinct pieces to this route, separated by SR 99. At the southern end, SR 509 begins at a junction with SR 705 in Tacoma and ends at a junction with SR 99 near Redondo. From the southern end, SR 509 crosses the Foss Waterway and runs adjacent to the industrial tide-flats area. On the east side, SR 509 follows the shore and winds northeast through Brown's Point. The northern portion of SR 509 begins again at a junction with SR 516 in Des Moines and continues north to another junction with SR 99 in Seattle.[1] In the northern section, SR 509 travels along the west side of Sea-Tac International Airport. SR 509 is also known as Marine View Drive, East Side Drive NE, SW Dash Point Road, and First Avenue South.

1 Revised Code of Washington, 47.17.680, State Route 509. http://apps.leg.wa.gov/RCW/default.aspx?cite=47.17.680

CHARACTER-DEFINING FEATURES

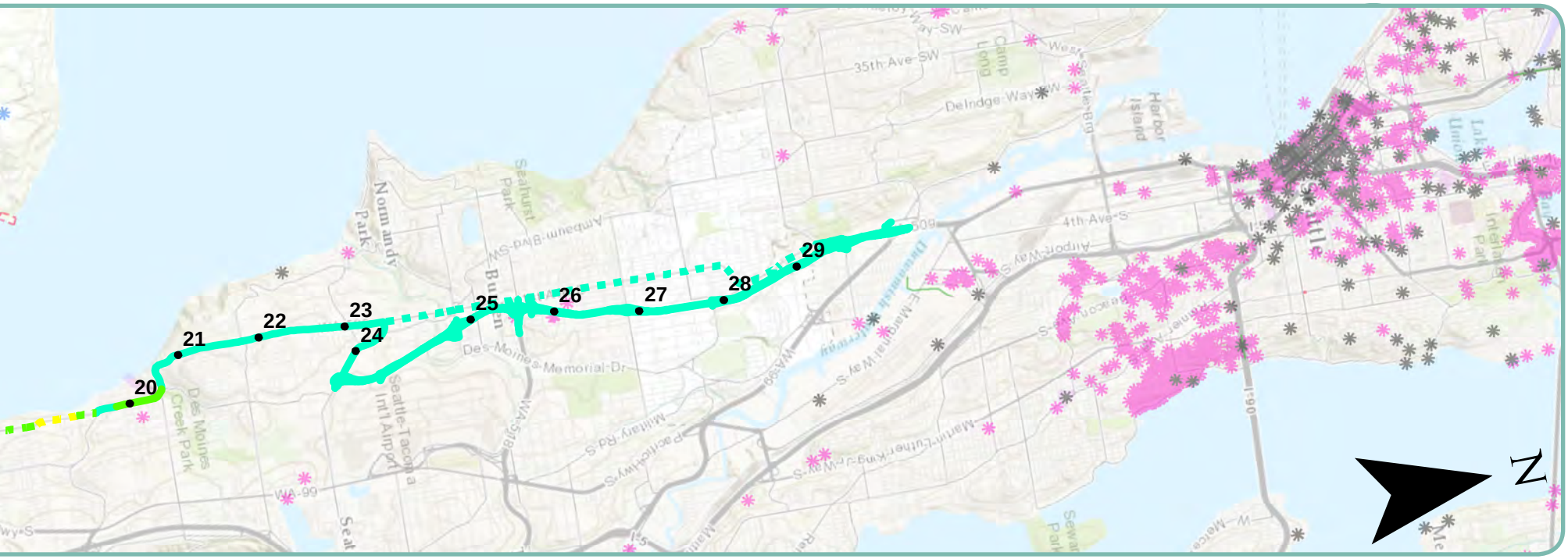
Former route

- Two-lane road
- Concrete panel paving (South 157th Place, at NW corner of Sea-Tac International Airport)
- No striping, shoulders, gutters or curbs (South 157th Place, at NW corner of Sea-Tac International Airport)

Current route

- Two lane, winding road south of Sea-Tac International Airport Narrow shoulders and fog lines extant in select sections, such as near Dash Point
- Divided four lane freeway from Sea-Tac International Airport northward

> Historic commercial and residential development along most of route



> Historic industrial and marine related development in Tacoma vicinity
> Variety of construction periods, including mid-century
> Little to no setback for commercial and other property types
> Sidewalks in downtown areas, such as Des Moines
» Scenic views of waterways, Puget Sound, Point Robinson Light Station

POINTS OF INTEREST

Former route

◊ City Waterway Bridge (Murray Morgan Bridge)
◊ Fireboat Station
◊ Balfour Dock
◊ Pacific Avenue and Old City Hall Historic Districts
◊ Tacoma Building
◊ Fire Station No. 15 in Tacoma (NRHP listed)
◊ Saltwater State Park
◊ Landmark on the Sound Event Center

Current route

◊ Tacoma
◊ Alber's Brothers Mill
◊ Foss and Hylebos waterways
◊ Brown's Point
◊ Dash Point State Park
◊ Federal Way
◊ Redondo
◊ Des Moines
◊ Des Moines Beach Park /Covenant Beach Bible Camp Historic District
◊ Normandy Beach Park

right
Post card view of Crestview Shopping Center, Brown's Point, SR 509. Source: Michael Sullivan.

PLANNING AND CONSTRUCTION

SR 509 developed in segments, adopting pieces of older roads and altering its path over the years. The oldest portion, East Side Drive, passes through Brown's Point and was approved in 1919, with a short southern extension approved in 1928. The road continued into King County around 1930. Other historic roads which contributed to SR 509 include: Permanent Highway (PH) 33, or part of East Side Drive, paved in 1928; PH 51, part of East Side Drive, from at least 1933; PH 52, or Des Moines-Zenith Road, from at least 1929; PH 55, or Marine View Drive (Tacoma vicinity), from 1929–1930; and, PH 64, or Dumas Bay Road, from at least 1931. A section of the former SR 509, through Tacoma's tideflats, started as PH 10 in 1917. In the 1930s, these previous roads coalesced into the state naming system as Secondary State Highway (SSH) 1K and SSH 1V. By 1937, SSH 1K started in Seattle and ran southerly to Des Moines, then southeasterly to intersect SR 99 (PSH 1). By 1937, SSH 1V connected Des Moines with Tacoma.2 In the 1960s, SSH 1K and SSH 1V together became SR 509.

2 *Session Laws*, 1937, Chapter 207, Sec 2 (k), 996.

CHANGES

Pierce County section

In the past, SR 509 crossed more of Tacoma's waterways along East 11th Street and the City Waterway (Murray Morgan) Bridge. In the early 1990s, WSDOT established the current route by redirecting slightly to the south, involving fewer bridges and stretching parallel to the Hylebos Waterway from a point further southeast than previously. Along Marine View Drive and northward, SR 509 retains sections of moderate integrity with respect to the development. Many bridge repair projects occurred in the 1970s and 1980s. Many road repair contracts occurred in the 1990s. Some examples of the known changes and maintenance include the following:

1928, short southern extension to East Side Drive approved

1933, East Side Drive (PH 51) work approved

1937, Hylebos Bridge approaches, along Marine View Drive, approved

1951, widening of Marine View Drive between Hylebos Bridge and SE of Brown's Point

1956, Dry Gulch Bridge vicinity (along East Side Drive)

1992, SR 705 to Marine View Drive section of current route established

1997, grading, surfacing, sidewalk construction, retaining walls, etc. from East D St. to Portland Ave. vicinity

1998, Milwaukee Way to Port of Tacoma Road vicinity work

King County section

The northern section of SR 509 generally retains less integrity than the southern section. Starting at the southeast corner of Sea-Tac International Airport and continuing north to the end, SR 509 becomes a four-lane, divided freeway instead of the two lane road of the past. The path has also been altered several times from the Burien vicinity northward. Some examples of the known changes and maintenance include the following:

1932, paving on Marine View Drive from First Ave. South northward

1934, SRP35 Des Moines paving

1934, SRP 17 Puget Sound [to] Marine View Drive work approved

1946, Seattle to Des Moines work approved

1952, SR 99 (PSH 1) to Des Moines work approved

1960, SSH 1V bridge 1V/2 detour approved

1965, Ambaum Road to 174th Street approved

1966, Burien to junction with SR 99 (PSH 1) approved

1967, SR 509 intersection SR 99 approved, as well as SW 174th St. to Normandy Rd. and Des Moines Way South to South 140th

1980, 21st Ave. to Eighth Ave. SW approved

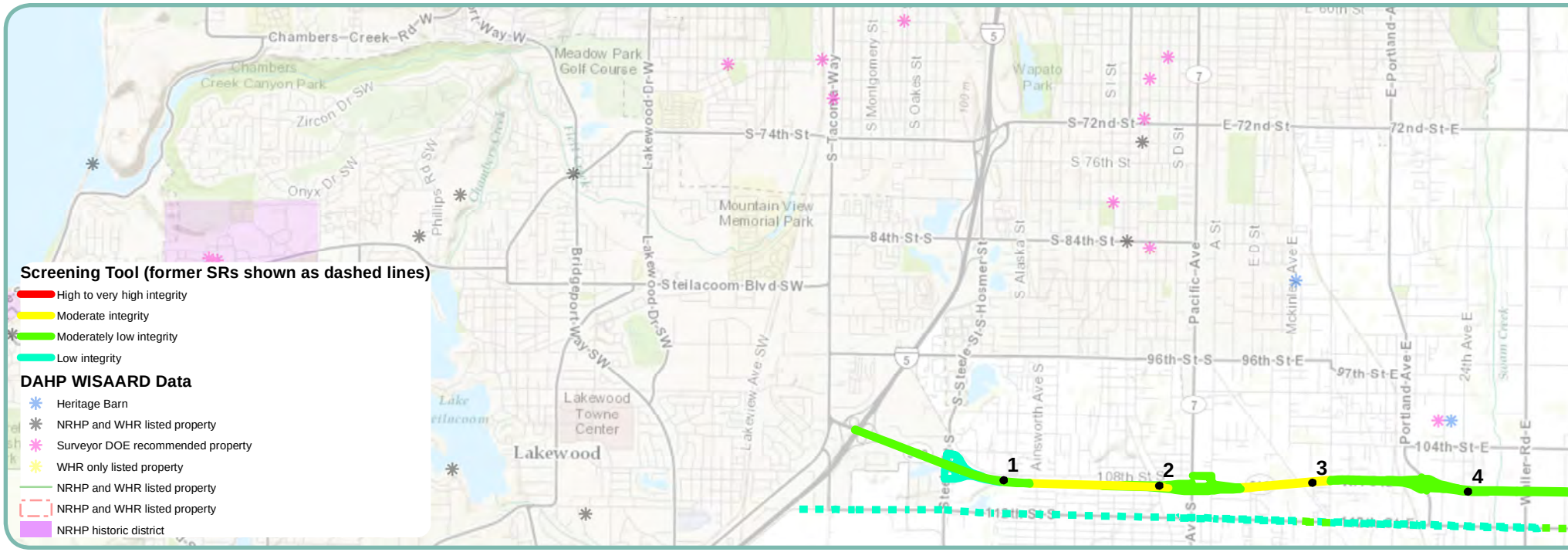
1986, 30th Ave. SW to junction SR 99 approved

1988, SR 509, South 272th St. vicinity approved

1989, SR 509, junction SR 99 to junction SR 516 approved, as well as SR 509, junction SR 99 to junction SR 516

1992, Des Moines Way South Vicinity

Undated, Ambaum Road intersection South 160th



4.1.35 STATE ROUTE 512

Constructed by 1914 and called the Lakeview-Portland Road, the road segment now known as SR 512 begins at a junction with I-5 south of Tacoma and travels east to a junction with SR 7 near Parkland. From Parkland, the road continues east through Summit before turning north. The road ends at a junction with SR 167 near Puyallup. SR 512 is coincident with SR 161 through Puyallup.

CHARACTER-DEFINING FEATURES

Original

- Two-lane road
- > Intermittent historic development (commercial and residential)
- » Scenic views of Mount Rainier

Current

- Multi-line divided highway
- Concrete median barrier

POINTS OF INTEREST

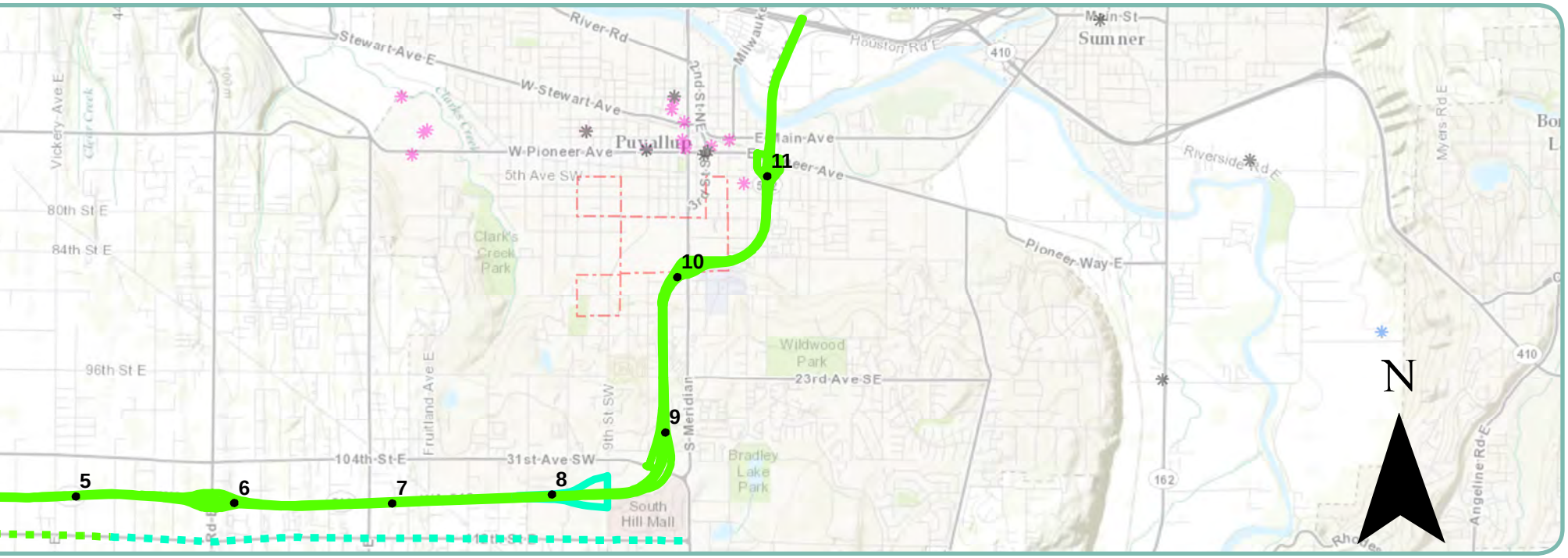
Original Alignment

- ◊ McChord Field
- ◊ Fruitland Grange

PLANNING AND CONSTRUCTION

The first work on the road, approved by the state, occurred in 1914. The original portion of SR 512 was called the Lakeview-Portland Road and it stretched from Lakeview (now Lakewood) to the east to a junction with SR 161 and SSH 5D. Sections of the road were also referred to as the Lakeview-Parkland Road, the Wilt Hegele Road, and the Lakeview-Puyallup Road.[1] In 1937, the road was established as State Secondary Highway (SSH) 5G.[2] Prior to the road's official inclusion within the state highway system, it appears the state financed work on the road through the Permanent Highway program.[3] Between 1959 and 1970 the state built a new alignment north of the original right-of-way. Near Puyallup this new corridor turns north to parallel SR 161 before crossing SR 161 into downtown Puyallup. The original SR 512 corridor runs east to west along 112th Street East between I-5 and Meridian Avenue.

1 Washington State Department of Transportation, Engineering, Pierce..
2 *Session Laws*, 1937, Chapter 207, Section 6 (f), 1003.
3 Permanent Highways 24, 39, 43, and 44, WSDOT Engineering, Pierce.



CHANGES

SR 512 is currently a multi-lane divided highway that carries three eastbound and three westbound lanes of traffic. Merging lanes and entrance/exit ramps add additional lanes throughout the road's length. A concrete median barrier separates the traffic. General alterations to the route include the following: realignment, grading, paving, relocation of utilities, and the addition of guardrails, signage, and illumination. Maps specific to SR 512 from the state Department of Transportation indicates the following work was approved on the road:[4]

1914, Lakeview-Portland Road

1925, Permanent Highway 24, Woodland-Meridian, concrete pavement

1930, Permanent Highway 39, Lakeview-Parkland Road, concrete pavement and gravel

1931, Permanent Highway 43, Wilt Hegele Road, concrete pavement

1932, Permanent Highway 44, Lakeview-Puyallup Road, concrete pavement

1938, Allison Vicinity U-crossing

1957, Junction PSH 1 to Portland Avenue

1957, Polk Street to SSH 5N

1960, Pacific Avenue to Portland Avenue

1965, Portland Ave to McEachron Road

1967, McEachron Rd to 96th Street

1968, 96th Street to Jct SR 167

1974, old SR 161, certified to City of Puyallup

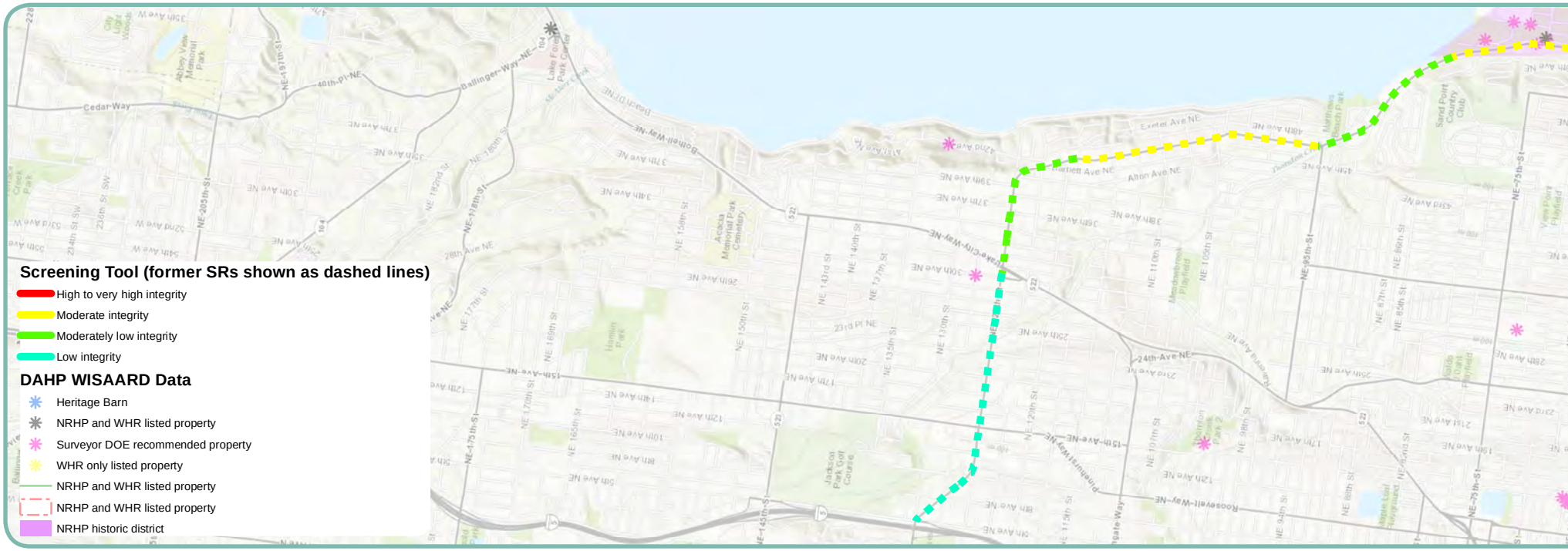
1975, a section south of Puyallup certified to Pierce County

1976, a section north of Puyallup open to travel

1994, 94th Avenue East I/C

2001, SR 5 I/C vicinity to Steele Street vicinity

4 512_key_PLG2BE7; WSDOT Engineering, Pierce County.



4.1.36 STATE ROUTE 513

SR 513 is located within the City of Seattle in King County, stretching between SR 520 (just south of the Lake Washington Ship Canal) to the vicinity of Warren G. Magnuson Park (former Naval Air Base Sand Point). It is also known as Sand Point Way NE and NE 45th Street. A former section of SR 513, designated as NE 125th Street, connects Interstate 5 with the current section's north terminus.

CHARACTER-DEFINING FEATURES

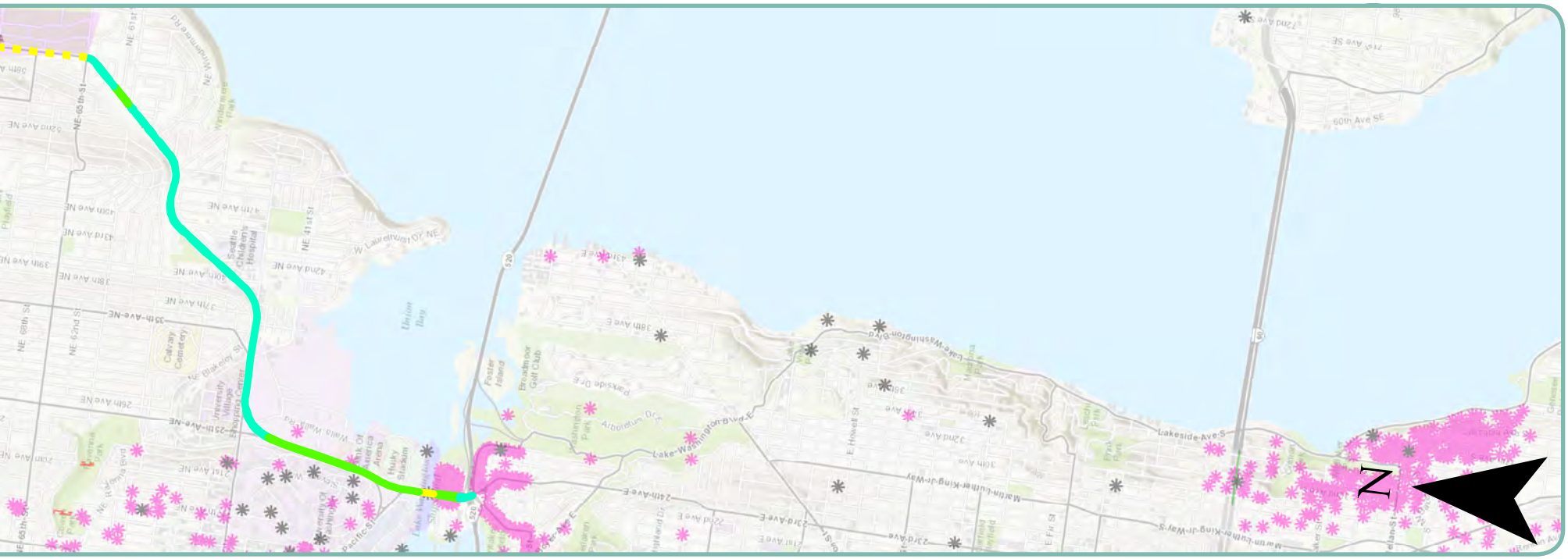
- Two lanes
- No sidewalks
- Wide shoulders
- Concrete paving panels in vicinity of Magnuson Park

> Historic residential development, from circa 1910 onward

> Mid-century commercial development

POINTS OF INTEREST

◊ Seattle
◊ Lake Washington Ship Canal
◊ University of Washington campus
◊ University District and multiple listed historic buildings and/or sites
◊ National Archives and Records Administration
◊ Warren G. Magnuson Park (former Naval Air Base Sand Point)
◊ Round the World Flight Site



PLANNING AND CONSTRUCTION

SR 513, formerly known as SSH 1J, includes sections of older roads which predate the state route designation. Permanent Highways (PH) 60 and 86, together known as Sand Point Way, contributed approximately half of the former extent of SR 513. PH 60 was completed in 1930, and PH 86 followed in 1932–1933. Established by 1933, PH 99 (along the path of present day 125th Street NE) also contributed to the former route of SR 513—this section is no longer part of the current route.[1] By at least 1937, the older sections had merged under the name SSH 1J, which again changed names to become SR 513 in the 1960s.[2]

CHANGES

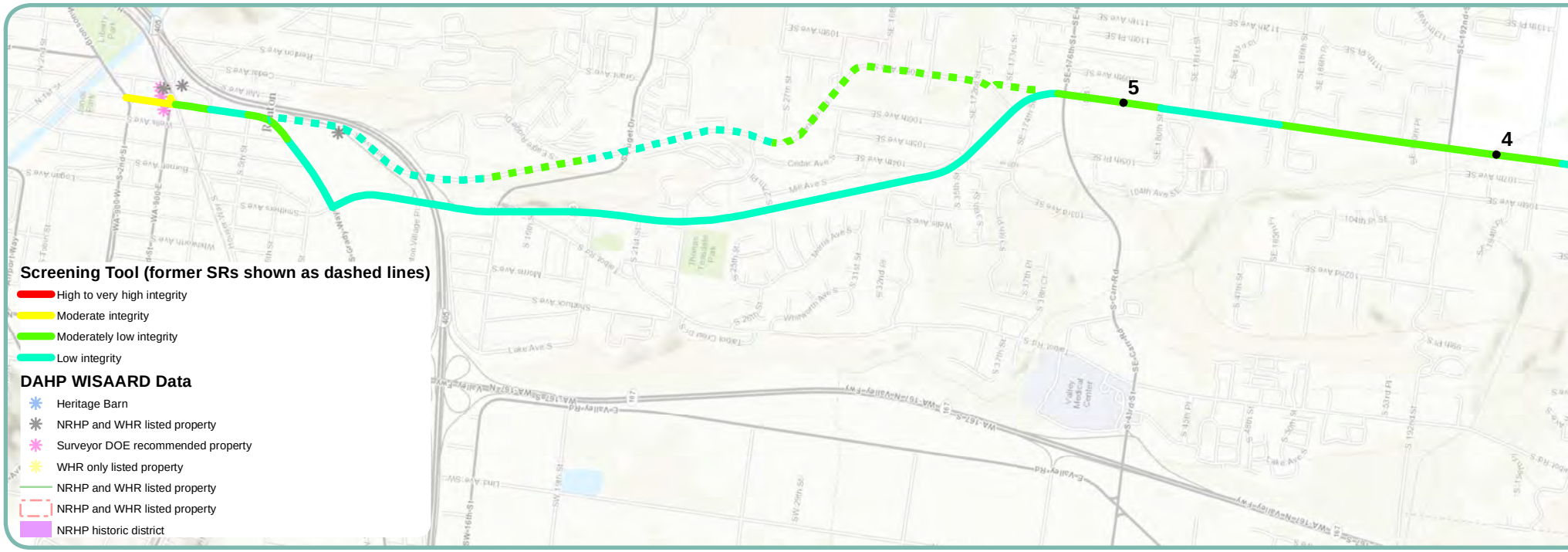
There is high integrity in the vicinity of Magnuson Park. The southern extent has moderate integrity with multiple listed properties. There is also moderate integrity of mid-century commercial properties along a short section of NE 125th Street. Otherwise, the route has low to slight integrity with mixed residential/commercial development of various construction periods. There are added sidewalks at the southern end, added lanes, and low or planted/landscaped medians in select sections.

1944, unknown work on Sand Point Way

2008, SR 520 vicinity to NE 45th Street vicinity work

1 Washington State Department of Transportation, Engineering, key maps by route and by county.

2 *Session Laws*, 1937.



4.1.37 STATE ROUTE 515

State Road (SR) 515 is a north-south route between downtown Renton and SR 516. At the north end, SR 515 begins at an intersection with SR 900. From there, SR 515 heads south until ending at a junction with SR 516, at SE 256th Street in the Kent vicinity. SR 515 is also known as 104th Avenue Southeast, Benson Road SE, Benson Drive South, 108th Avenue Southeast, South Grady Way, and Main Avenue South.

CHARACTER-DEFINING FEATURES

- Four lanes plus middle turn lane
- Sidewalks
- Stoplight intersections

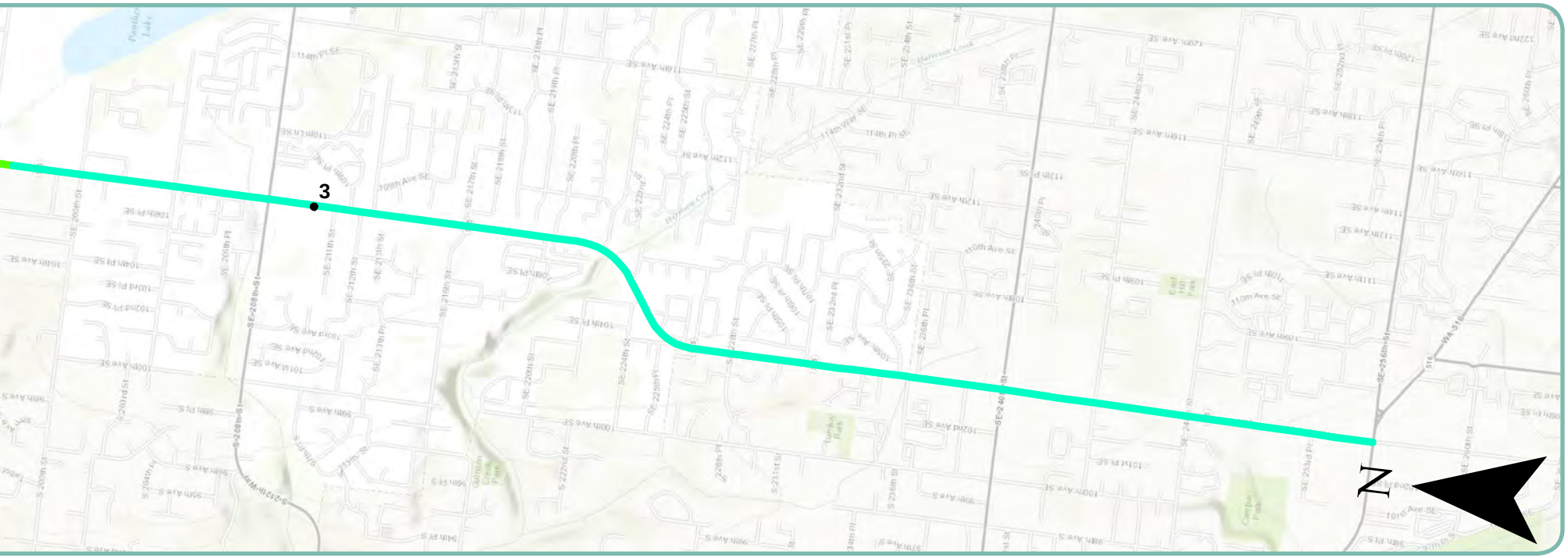
> Mixed residential and commercial development

> Arts & Crafts bungalows and Ranch style houses in the vicinity of milepost 44

> One- to two-story brick commercial buildings in downtown Renton

POINTS OF INTEREST

- Renton
- Renton Coal Mine Hoist Foundation (WHR)
- Renton Substation, Snoqualmie Falls Power Company (WHR)
- Renton Fire Station (WHR)



PLANNING AND CONSTRUCTION

State Road 515 is a conglomeration of older road portions, mostly county permanent highways. The earliest known section of SR 515 comes from 1925, with sections added through at least 1927. The early Permanent Highways featured gravel surfacing, concrete paving, or a combination of the two when originally established. The historic roads which contributed to SR 515 include: Permanent Highway (PH) 36 (completed 1925), PH 36A (completed 1927), and PH 43 (completed 1927). In the 1930s, these various road sections combined to form Secondary State Highway 5C, with some infill to connect them. In the 1960s, the state road numbering system changed and SSH 5C became SR 515.

CHANGES

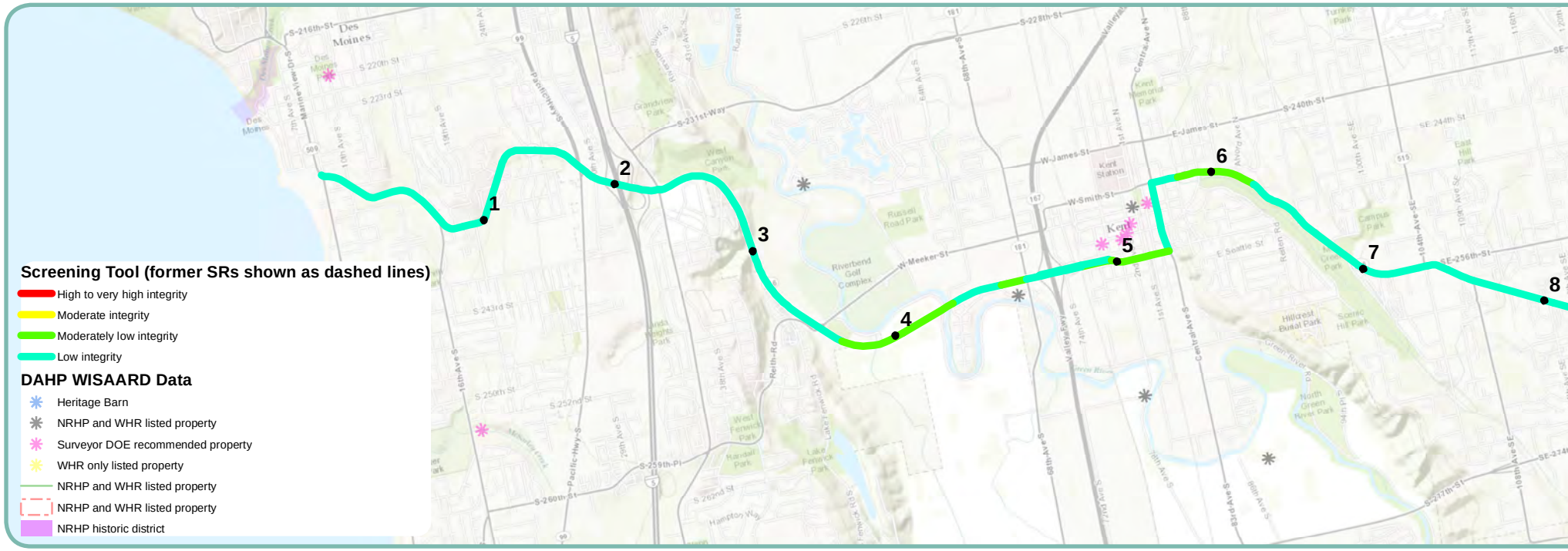
The most significant sections of the route with regard to the built environment are in downtown Renton, at the northern end, with sections of moderate integrity several properties listed on the Washington Heritage Register (WHR). Most of the corridor south of Renton retains low to slight integrity with regard to the built environment and the roadway. The road has been widened, with added cut-away lanes at select intersections and transit stations. New strip commercial and residential development is predominant. Some examples of the known changes and maintenance include the following:

1971, SE 196th to Carr Road (Renton vicinity) work approved

1971, Carr Road to Grady Way work approved

1984, Junction SR 516 to SE 240th St. work approved

1987, SE 240th St. to SE 196th St. work approved



4.1.38 STATE ROUTE 516

SR 516 is a primarily east-west route, located entirely in King County. At the west end, SR 516 begins at a junction with SR 509 in Des Moines and continues eastward through Kent and Covington until terminating at a junction with SR 169. The route derives from some historic county roads and travels through both rural and urban areas. It has many alternate local names, including but not limited to: South Kent-Des Moines Road, East Smith Street, Kent-Kangley Road, and SE 272nd Street.

CHARACTER-DEFINING FEATURES

- Four to five lanes
- Sidewalks
- > Historic residential and commercial properties directly along roadway in Kent vicinity
- > Farming land use around milepost four vicinity

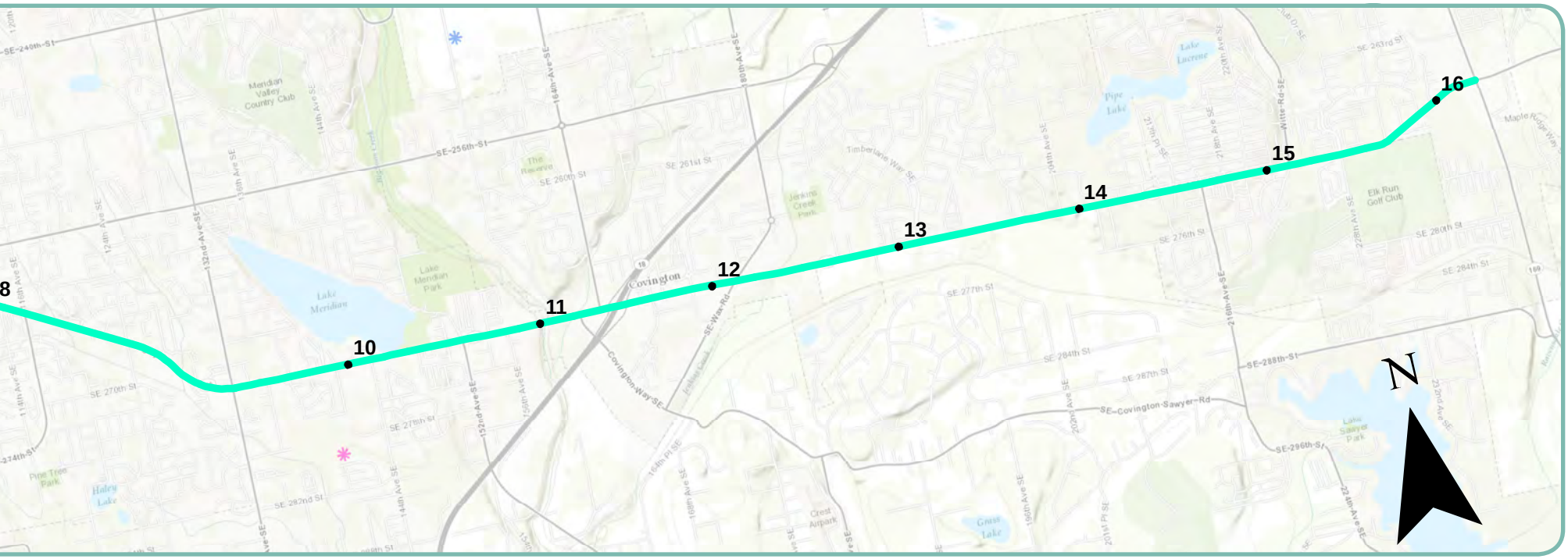
POINTS OF INTEREST

- ◊ Des Moines
- ◊ Langston's Landing
- ◊ Carnation Milk Factory
- ◊ Kent
- ◊ Covington

PLANNING AND CONSTRUCTION

State Road 516 is a conglomeration of older road portions, mostly county permanent highways. The earliest known section of SR 516 comes from 1915, with sections added through at least 1929. The early Permanent Highways featured gravel surfacing, concrete paving, or a combination of the two when originally established. The historic roads that contributed to SR 516 include: Permanent Highway (PH) 25 (completed 1920 with gravel, paved with concrete in 1921 as PH 25A), PH 43 (completed 1927), PH 43A (completed 1929), PH 47 (completed 1928), PH 6A (completed 1915), PH 6C (completed 1917), and PH 6D (completed 1924).[1] In the 1930s, these various road sections combined to form Secondary State Highways (SSH) 1K and SSH 5A. In the 1960s, the new state road num-

1 Washington State Department of Transportation, Engineering, Key Maps for King County and SR 516.



bering system turned SSH 1K and SSH 5A into SR 516. SSH 1K was the short western section and SSH 5A was the longer eastern section.[2]

CHANGES

There are sections of moderate integrity with regard to the corridor in downtown Kent, with a mixture of historic residential and commercial properties. Outside of Kent, the route retains low to slight integrity. Alterations include added concrete bulkhead medians, widened shoulders, widened roadway, and divided highway sections. Some examples of the known changes and maintenance include the following:

1952, Des Moines to PSH 1 Permanent Highways 6C and 47 work approved

1952, Kent East work approved

1957, SSH 5A Green River vicinity work approved

1968, Junction SR 5 to junction SR 167 work approved

1970, Kent: South Fourth Avenue to Titus work approved

1978, SR 515 to 132nd Avenue SE work approved

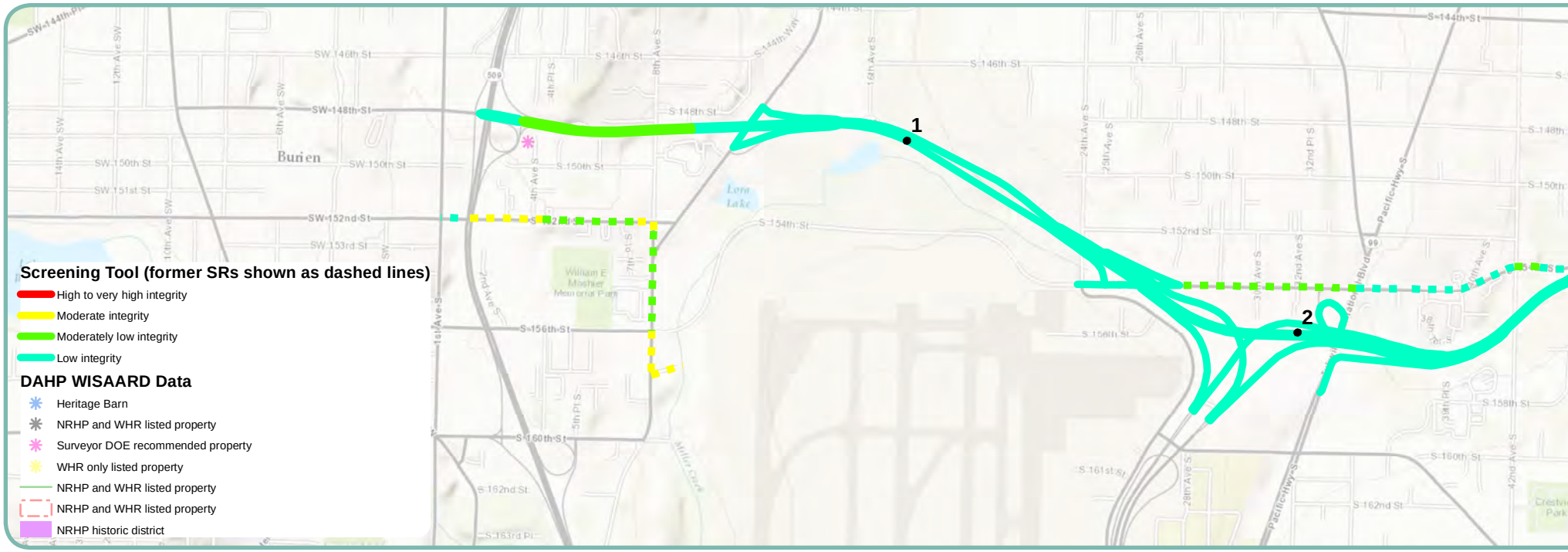
1988, 160th Avenue SE to Jenkins Creek work approved

1988, 132nd Avenue SE to 160th Avenue SE work approved

1999, SR 516, Witte Road SE vicinity work approved

Undated, 204th Avenue SE to 211 Avenue SE vicinity work approved

2 *Session Laws*, 1937, Chapter 207, Sec. 1 (k) and Sec. 6 (a), 996 and 1002.



4.1.39 STATE ROUTE 518

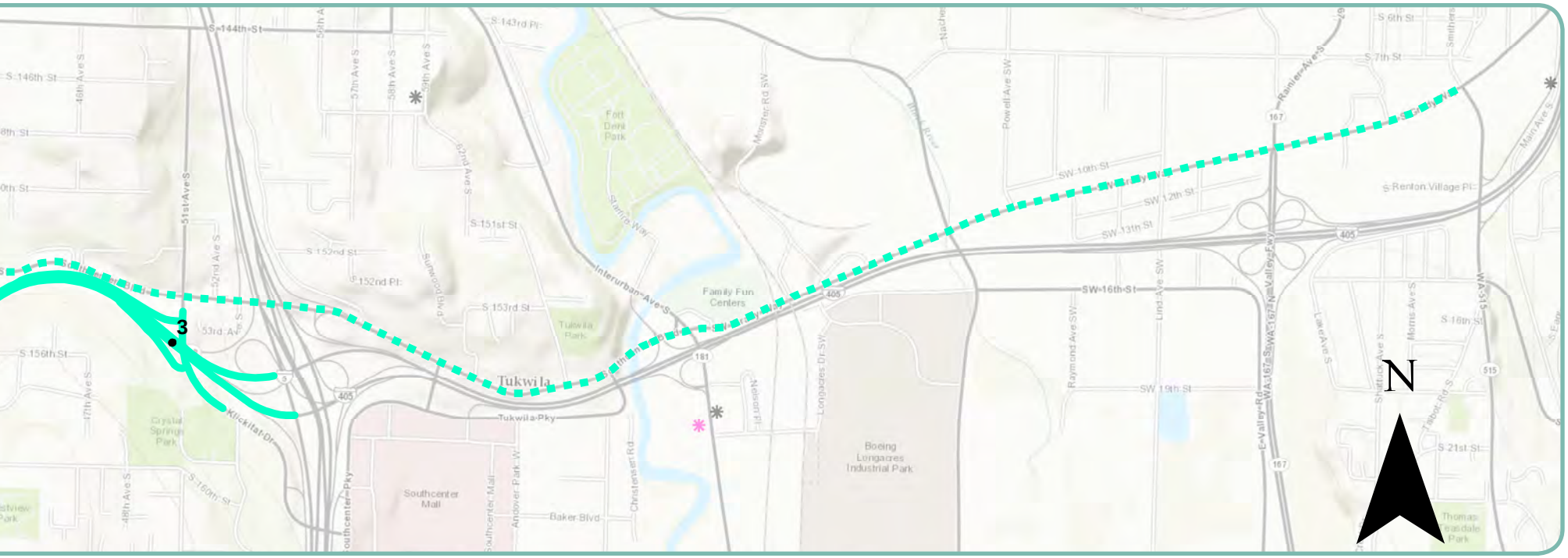
SR 518 is an east-west route in King County. At the west end, SR 518 begins at a junction with SR 509 near Burien and continues easterly to a junction with Interstate 5 near Tukwila. In the past, SR 518 continued eastward to Renton, at a junction with SR 515. The former section of SR 518 is known as SW Grady Way.

CHARACTER-DEFINING FEATURES

- Four lanes or more
- Divided highway
- Entrance/exit ramps

POINTS OF INTEREST

- Burien
- Riverton/Riverton Heights
- Sea-Tac International Airport
- Tukwila



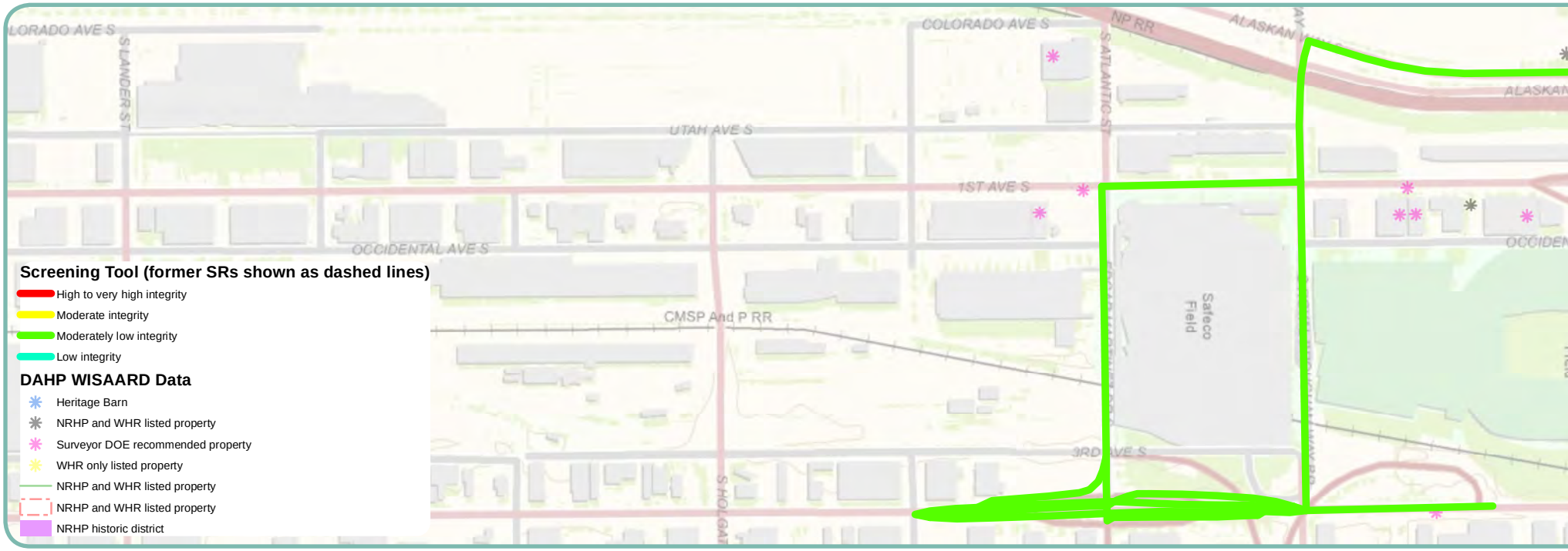
PLANNING AND CONSTRUCTION

The present route of SR 518 (formerly known as SSH 1L) dates to 1958. There is a nearly parallel historic former route of SSH 1L. The former SSH 1L route originated as several different county roads, including a section of Permanent Highway (PH) 63 (completed 1930) and PH 87 (completed 1932). Prior to 1958, SSH 1L continued east to Renton. That former route derived in part from PH 74 (completed 1931) and PH 26 (completed 1921). These older road sections combined in the 1930s to form SSH 1L, which was again renamed in the 1960s as SR 518.

CHANGES

SR 518 redirected in 1958, since the former path cut across the northern end of Sea-Tac International Airport. The current path bypasses the airport but retains low integrity with regard to the built environment. There are no known historically significant properties along the current route. The former route retains more integrity, including at least two historic schools and some original concrete paving panels on the roadway, with no line marking, no shoulders, no gutters or curbs. This intact roadway segment is along South 157th Place, at the northwest corner of the airport. Some examples of the known changes and maintenance include the following:

1969, SR 509 to Interstate 5 (entire length of current SR 518) reapproved/updated



4.1.40 STATE ROUTE 519

Established within the state network of roads in 1992, the road segment now known as SR 519 begins at a junction with I-90 in Seattle and runs west, beneath SR 99, before turning north to the Washington State ferry terminal in Seattle.

CHARACTER-DEFINING FEATURES

> Parallels Alaskan Way Viaduct
> Travels along the perimeter of the Pioneer Square–Skid Road Historic District

POINTS OF INTEREST

◊ SODO (South Downtown) District
◊ Port of Seattle
◊ Safeco Field
◊ Century Link Field
◊ Alaskan Way Viaduct
◊ Pioneer Square–Skid Road Historic District (NRHP-listed historic district)
◊ Numerous NRHP-listed buildings
◊ Ferry Terminal

PLANNING AND CONSTRUCTION

Much of SR 519 follows the route of old Seattle roads: Atlantic Street, First Avenue, and Railroad Avenue. All three of these roads appear on Sanborn maps by 1904.[1] In looking at historic photographs of other portions of First Avenue South, the route was likely paved with brick by 1917.[2] Although the route was not established as a state highway until 1992, the state financed work on the road during the 1930s.[3]

1 Sanborn Fire Insurance Maps, Seattle 1904-1905, vol. 1, 1904, Sheets 0c, 1, 2, 4, 14, 15, 17, and 19.
2 A May 23, 1917 photograph of First Avenue South and Hanford (Item No: 139496) south of current SR 519 shows brick pavement.
3 According to WSDOT's Real Estate key map for SR 519, the state paved portions of the road in 1930 and 1938. 519_key_PLG5455.

CHANGES

SR 519 has been significantly altered since the route's days as a series of brick roads, particularly with numerous construction projects built adjacent to the roads over the years, including the Alaskan Way Viaduct and stadiums. Today, the portion of SR 519 known as Edgar Martinez Drive (named after the former Seattle Mariners player), then Atlantic Street, runs west from its junction with I-90 to SR 99. This road segment is a four-lane highway flanked by sidewalks. The road is elevated as it passes along the southeastern edge of Safeco Field before dropping to street level just east of its intersection with First Avenue South. The route turns to the north at the First Avenue South intersection. A short concrete median briefly divides the northbound lanes of traffic from the southbound lanes north of South Royal Brougham Way. The route then angles to the northwest to follow Railroad Avenue. As of 2013, the road parallels the raised Alaskan Way Viaduct and narrows to two lanes before ending at the ferry terminal. According to maps from the state Department of Transportation, the state approved the following work on the road:[4]

1930, Fourth Avenue, paving

1938, Fourth Avenue, paving and improvements

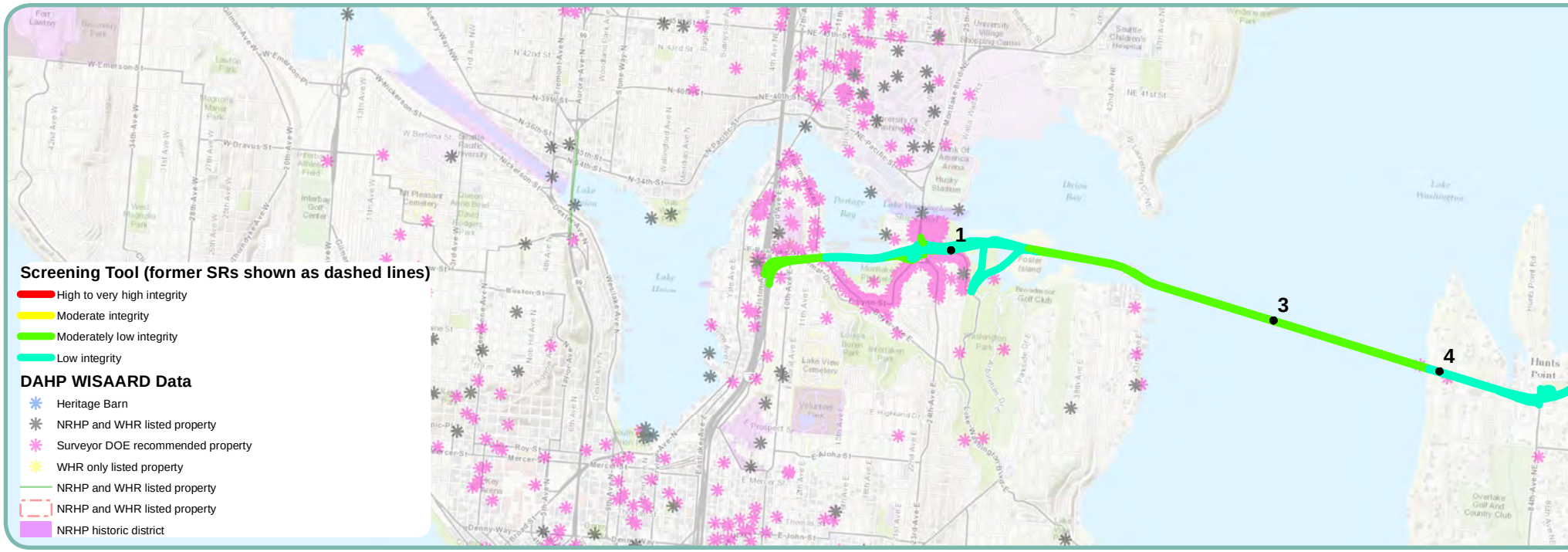
1958, Aerial survey

1998, SR 519, Eastbound: Kingdom vicinity and SR 90 Connection

2008, South Atlantic Street [to?] Utah Avenue South to First Avenue South

2008, Intermodal Access Project, Phase II—Public Stadium Authority Exhibit map

4 519_key_PLG5455



4.1.41 STATE ROUTE 520

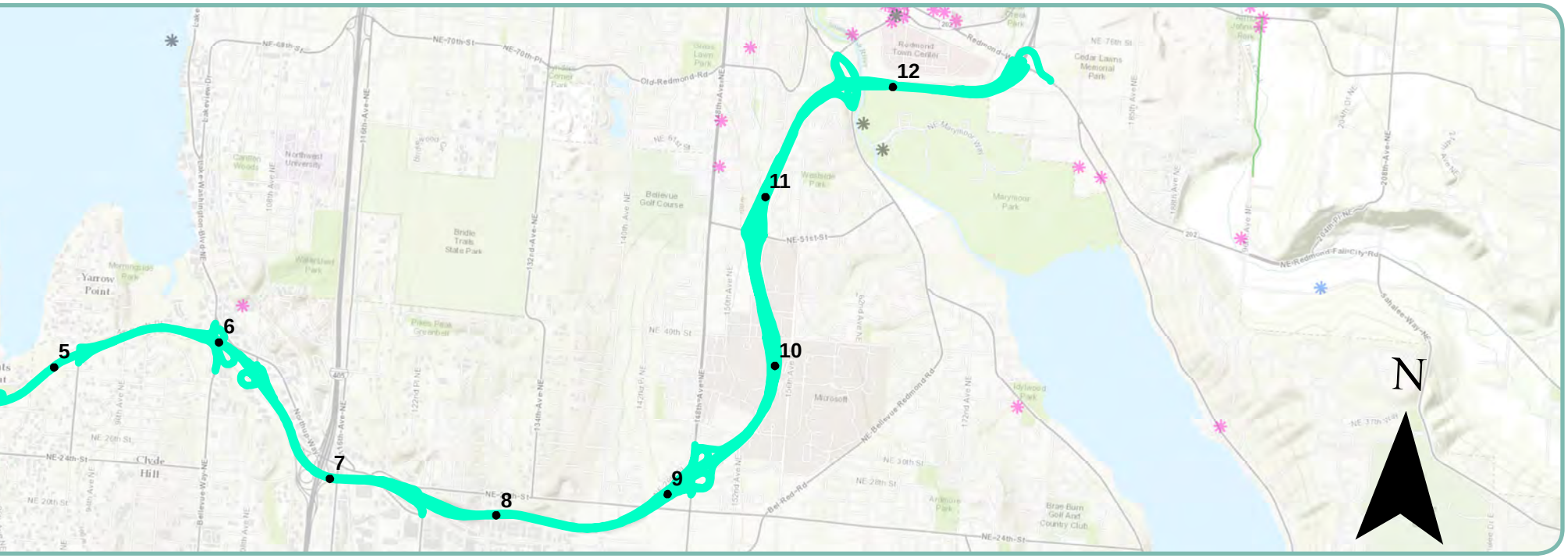
First established with the construction of the Evergreen Point Floating Bridge in 1963, the road known as SR 520 begins at a junction with I-5 in Seattle and travels east, crossing over Lake Washington via the Evergreen Point Bridge and through Hunts Point. The road continues east, passing under SR 405, then through Northrup before turning north to end at a junction with SR 202 in Redmond.

CHARACTER-DEFINING FEATURES

- Four-lane divided highway
- Concrete median barrier
- » Scenic views of Lake Washington, Seattle, and surrounding suburban communities

POINTS OF INTEREST

- ◊ Union Bay
- ◊ Foster Island
- ◊ Seattle
- ◊ Lake Washington



PLANNING AND CONSTRUCTION

State Route 520 was first established as part of PSH 1 following the opening of the Evergreen Point Floating Bridge in 1963, crossing over Lake Washington and providing a connection between Seattle and Redmond.[1] General alterations to the route include paving, surfacing, illumination, and signage. As of 2013, a new floating bridge is under construction to replace the 1963 Governor Albert D. Rosellini Bridge—Evergreen Point (formerly the Evergreen Point Floating Bridge) in order to carry more lanes of traffic.

CHANGES

As a route constructed for high-volume traffic, SR 520 has not experienced any drastic changes in its history. Maps specific to SR 520 from the state Department of Transportation indicate the following work was approved on the road:[2]

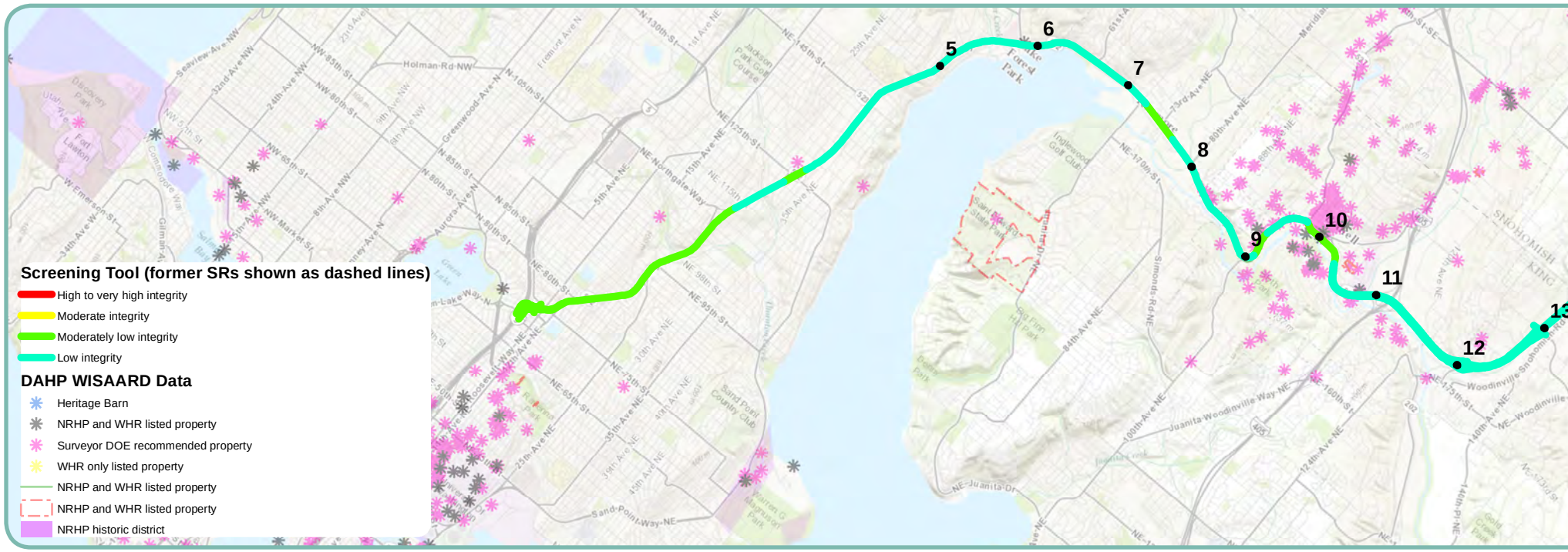
1963, Lake Washington Bridge with floating pontoon structure and east and west approaches constructed

1972, Bridge resurfacing

1973, Sammamish River to SR 202, grading and paving

1 *Session Laws*, 1963, Chapter 3, Section 21, pg. 1298.

2 Washington State Department of Transportation, Engineering, King County.



4.1.42 STATE ROUTE 522

SR 522 begins in Seattle at a junction with I-5 and runs northeast, around the northern tip of Lake Washington, through Wayne and Bothell, before passing beneath SR 405. The road then crosses out of King County into Snohomish County, passing through Grace and Maltby before ending at a junction with State Road 2 in Monroe.

CHARACTER-DEFINING FEATURES

- – Two-lane road
- > Intermittent agricultural land and historic barns
- » Scenic views of Lake Washington

POINTS OF INTEREST

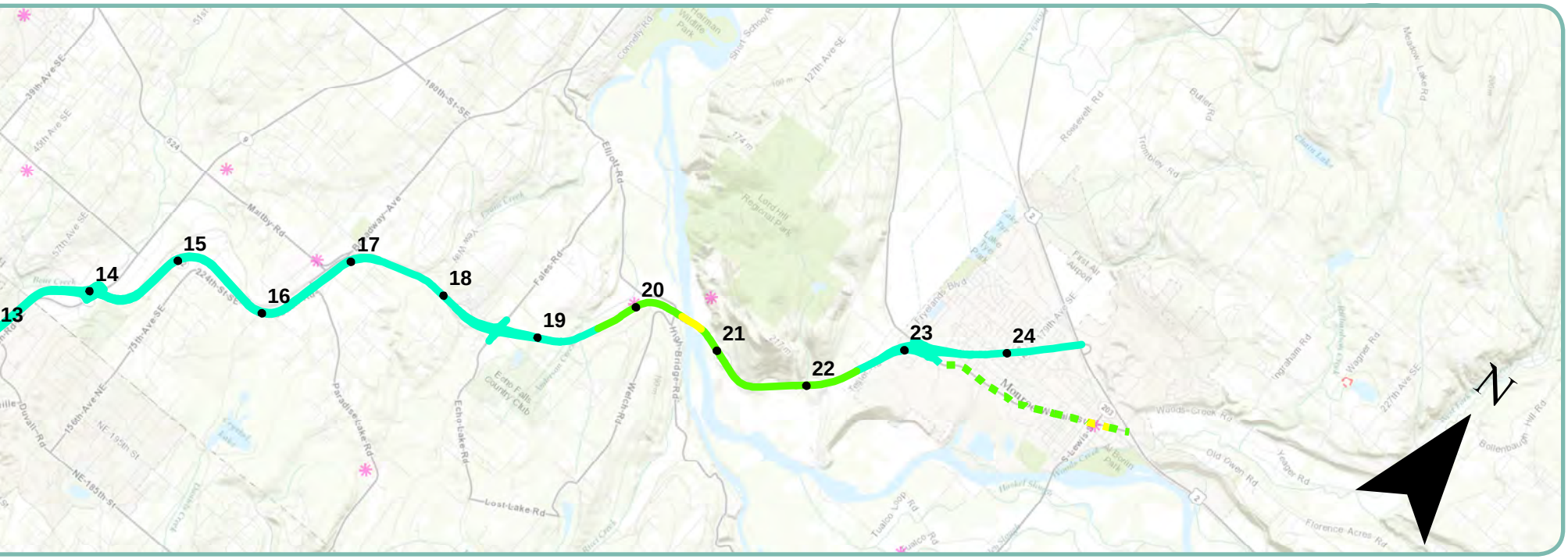
- ◊ Red Brick Road Park, now pedestrian access only, last remnant of red brick road that connected Lake Forest Park and Bothell
- ◊ Lake Washington
- ◊ Dr. Reuben Chase House (NRHP-listed), Bothell, built circa 1885

PLANNING AND CONSTRUCTION

The road currently known as SR 522 is a compilation of older road sections. The east portion between the Snohomish River and Monroe shares the same general corridor as the 1870s wagon road, while other sections date to the early 1900s. The section between Seattle and Bothell was incorporated into the state highway system by 1915. The section between Bothell and Monroe was incorporated into the state highway system in 1943. The section from the southwest city limits of Monroe to SR 2 was incorporated into the state highway system in 1957.

SR 522 appears to have been originally constructed as a two-lane road before increasing post World War II suburban populations led to its expansion. The corridor between Seattle and Bothell appears to have once been included as a section of the former State Road No. 2 (Sunset Highway) and as part of State Road No. 1 (Pacific Highway) by 1915.[1]

1 *Session Laws*, 1915, Chapter 164, Section 1, pg. 485 and indicated as



In 1923, the legislature abandoned sections of Pacific Highway, shifting the alignment of the route to the west.[2] The section between Seattle and Bothell remained in the state highway system as part of PSH 2. The state created PSH 15 in 1943, from Bothell to Monroe.[3] In 1957 they added a more direct connection from the southwest edge of the Monroe city limits to SR 2, and released the former segment of PSH 15 along the southeast edge of Monroe from the state highway system. In the early 1950s WSDOT combined PSH 2 and PSH 15 to create SR 522.

Beginning in 1910, the state financed work on SR 522's predecessor county roads through the State Aid Road and Permanent Highway programs.[4] At least four miles of the road between Bothell and Lake Forest Park were constructed of brick when the road was laid in 1913; the bricks were paved over in 1934 except for a small stretch located south of Bothell.

portion of PSH 2 on 1915_AR_744G, and as part of State Road No. 1 on map 1919_AR_1079G.

2 *Session Laws*, 1923, Chapter 63, Section 1, pg. 194.

3 *Session Laws*, 1943, Chapter 239, Section 4, pg. 716.

4 State Aid Road No. 76 and Permanent Highways 2, 2A, and 2B, WSDOT Engineering, King County.

CHANGES

State Route 522 connects Seattle with suburban and rural communities to the northeast, including Lake Forest Park, Kenmore, Bothell, Woodinville, Maltby, and Monroe. The road has been highly altered between its junction with I-5 and Maltby. Much of the road is now a multiple-lane divided highway, often featuring a grassy median, wide shoulders, and contemporary guardrails. General alterations to the road include striping, widening, and added signage and rumble strips. Maps specific to SR 522 from the state Department of Transportation indicates the following work was approved on the road:[5]

1910, State Aid Road No. 76, Plymouth-Kenmore, macadam

1911, Permanent Highway 2, Gehr-Erickson Road, bituminous macadam

5 522_a_key, 522_b_key; WSDOT Engineering, King County

1913, Permanent Highway 2A, Gehr-Erickson Road, grading and gravel surfacing

1914, Permanent Highway 2B, Extension of State Aid Rd #76, brick pavement

1919, Seattle to Bothell, PSH 2 improved

1920, Seattle to Lake Forest Park, grading

1933–34, Lake Forest Park to Bothell, grading and cement concrete paving (brick paved over)[6]

1937, Seattle to Lake Forest Park

1950, Bothell to Woodinville, resurface with asphalt concrete pavement

1953, Bothell, East Main Street to east city limits, grade and surface with asphalt concrete

1957, Woodinville to Monroe improved

1957, Bothell to Woodinville improved

1959, Junction SSH 2A to Junction SSH 1A, asphalt concrete pavement

1965, Bothell, Main Street to Franklin Avenue

1967, portion between current intersection with I-5 and intersection with SR 99 certified to City of Seattle

1967, Kenmore vicinity, paving with asphalt

1969, Tester Road to West Monroe Interchange

1975, Brookside Boulevard NE to 73rd Avenue NE, remove obstructions, pavement, widening

1987 SR 522 and SR 202 interchange

1996, Fales Road Interchange

2002, Fales Road and Echo Lake Road Interchange

2004, Paradise Lake Road Interchange

6 King County District 1, Historic Sites Tour, http://www.uwb.edu/uwbothell/media/homepage/north-king-county-heritage-sites.pdf

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4.1.43 STATE ROUTE 523

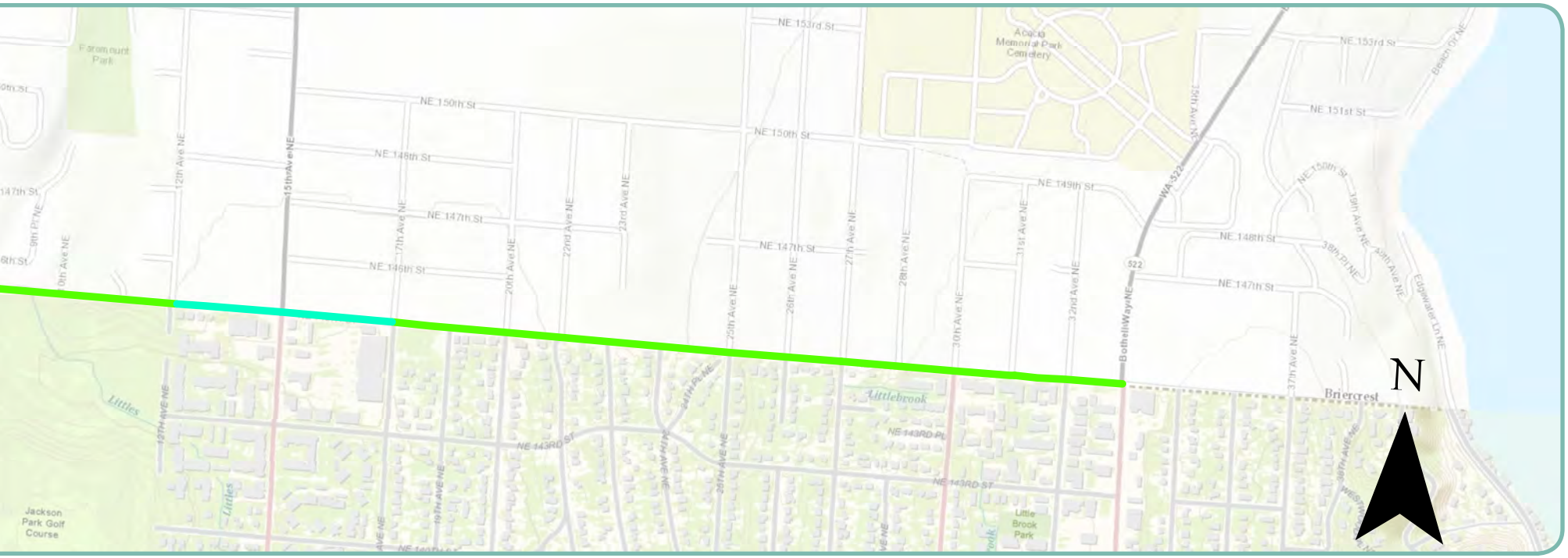
SR 523 is a short, east-west corridor north of Seattle in the Shoreline vicinity, connecting SR 99 with SR 522/Lake City Way NE/Bothell Way NE. SR 523 is also known as NE 145th Street.

CHARACTER-DEFINING FEATURES

- Sidewalks on both sides of road
- Concrete curbing
- Multiple lanes (more than two)
- > Residential and mixed-use function directly along corridor
- > Mid-century and modern architecture

POINTS OF INTEREST

N/A



PLANNING AND CONSTRUCTION

The entire route became part of the state's road system authority in 1992 via the Road Jurisdiction Transfer legislation. However, the current state road occupies the path of a historic road from at least the 1930s. The eastern portion of this route (historically known as East or North 145th Street) was paved in 1934, with the western portion paved in 1935.

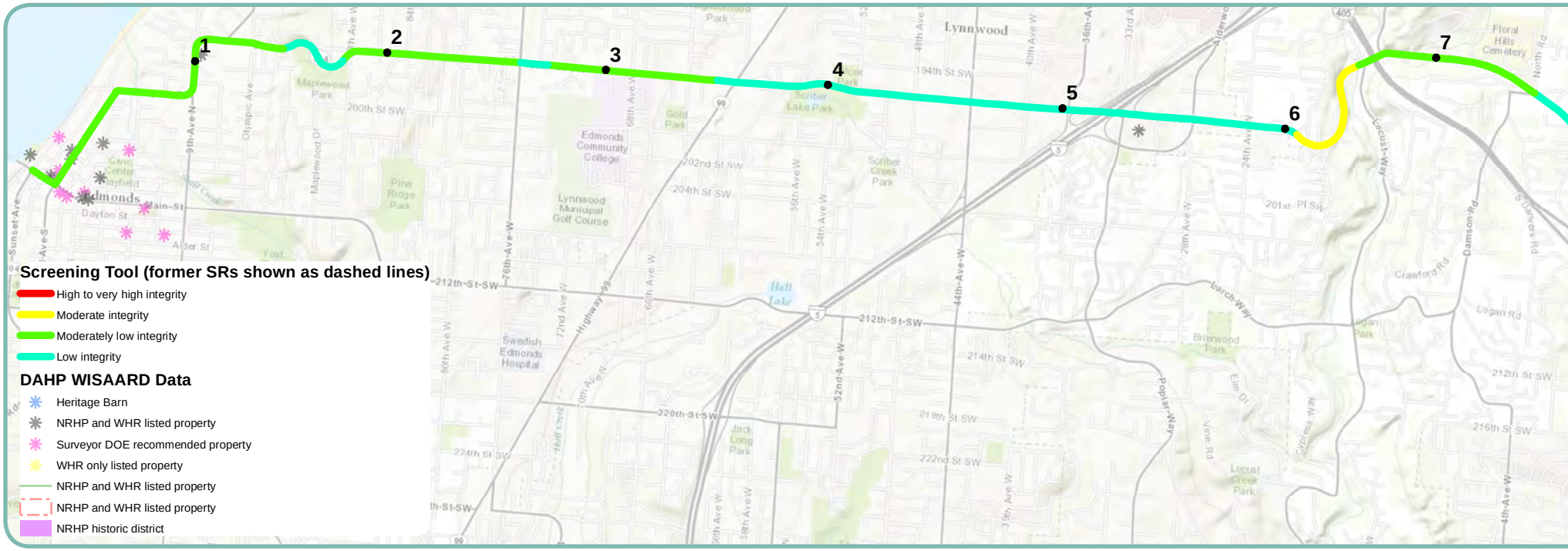
CHANGES

SR 523 is a relatively recent addition to the state route system. There is mostly new commercial development, as well as residential, between SR 99 and 20th Avenue. East of 20th Avenue, and particularly east of about 27th Avenue, there is a concentration of intact mid-century and modern style churches and ranch style houses. The roadway maintains a residential character, with sidewalks and curbs along both sides.

1992, adopted into the state road system

1996, junction with SR 99 to junction with SR 522 work approved

Undated, various intersections along SR 523 altered



4.1.44 STATE ROUTE 524

SR 524 is a winding east-west corridor located in Snohomish County. Starting in Edmonds at a junction with SR 104, the road heads northeasterly and then due east towards Lynnwood, after which it bends and curves east and southeast until it terminates at an intersection with SR 522 in Maltby. Within Edmonds, SR 524 winds through downtown along Main Street, Third Avenue, Caspers Street, Ninth Avenue and Puget Drive. Further east, SR 524 is alternately known as 196th Street SW, Filbert Road, 208th Street SE, Maltby Road, 212th Street South and Yew Way. Many of the historic properties along this eastern half pre-date the state road status. The town of Maltby developed as a stop along the Northern Pacific Railroad.

CHARACTER-DEFINING FEATURES

- Two to three lanes along select sections (between Olympic Ave and 88th Avenue West and at Thrashers Corner, for example)
- Four-or-more-lane undivided road along straight, urban sections
- Sidewalks and curbing in populated/city areas
- Stoplights
- Fog lines, ditches, and soft narrow shoulders along more rural, winding sections

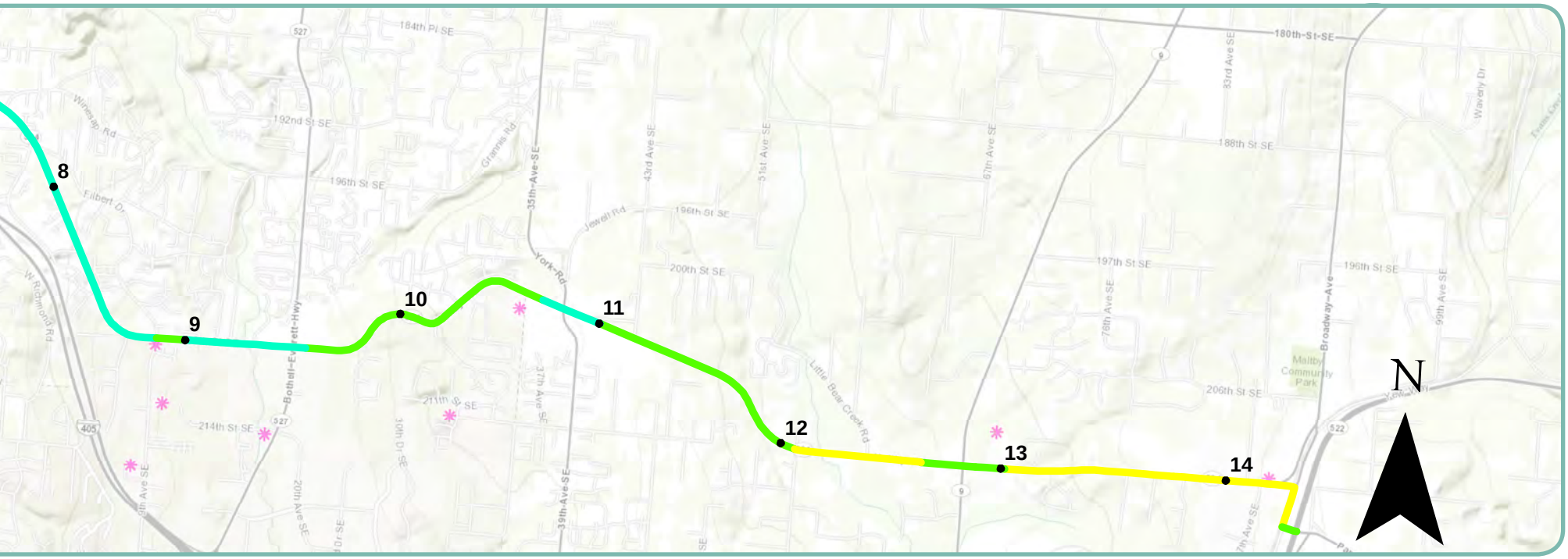
> Historic residential development in Edmonds

> Mixed residential and commercial development between Edmonds and Lynnwood

> Mid-century and modern architecture between Edmonds and Lynnwood

POINTS OF INTEREST

- ◊ Edmonds
- ◊ Lynnwood
- ◊ Thrashers Corner
- ◊ Turner Corner
- ◊ Maltby
- ◊ Centennial Park
- ◊ Wickers Building (WHR listed, Lynnwood)
- ◊ Centennial Park (City of Bothell)
- ◊ Old Maltby Gym (now Maltby Café)
- ◊ Maltby Congregational Church



PLANNING AND CONSTRUCTION

The oldest portion of SR 524 is a short segment in Edmonds, approved in 1964. A section in the Lynnwood vicinity was approved in 1965. It is unknown when the Edmonds-Lynnwood road was established originally, but the current SR 524 appears to have been primarily developed between 1980 and 1995. Most of the western half of SR 524, within Range 4E, became part of the state's road system authority in 1992 via the Road Jurisdiction Transfer legislation. The eastern half of SR 524, in Range 5E, was established as an extension to the state route in 1995. Dates of construction for the local and county roads in that area are not known.

CHANGES

The highest integrity along SR 524 is in the vicinities of Edmonds (west of SR 99) and Maltby, with sporadic sections with slight integrity along most of the route. The straight section through Lynnwood has mostly new development and has been widened, showing low integrity. Some examples of the known changes and maintenance include the following:

1964, Casper Street to Nash Avenue work approved (within Edmonds)

1965, 64th Avenue West to 37th Avenue West work approved (Lynnwood and east)

1966, Casper Street route work approved

1980, SR 524 work approved from junction with SR 104 in Edmonds to 76th Avenue West (former west city limits of Lynnwood)

1992, adopted into the state road system

1995, sections from the Interstate 5 junction to SR 522 approved/established

1996, York Road revision approved

4.1.45 STATE ROUTE 525

SR 525 has two distinct sections—one is on Whidbey Island, stretching north/northwest from Clinton until becoming SR 20 near the south edge of Ebey's Reserve. The second is the mainland section of SR 525 running north-south between the Washington State operated ferry terminal at Mukilteo and Interstate 5 near Lynnwood.

CHARACTER-DEFINING FEATURES

Island section of SR 525:

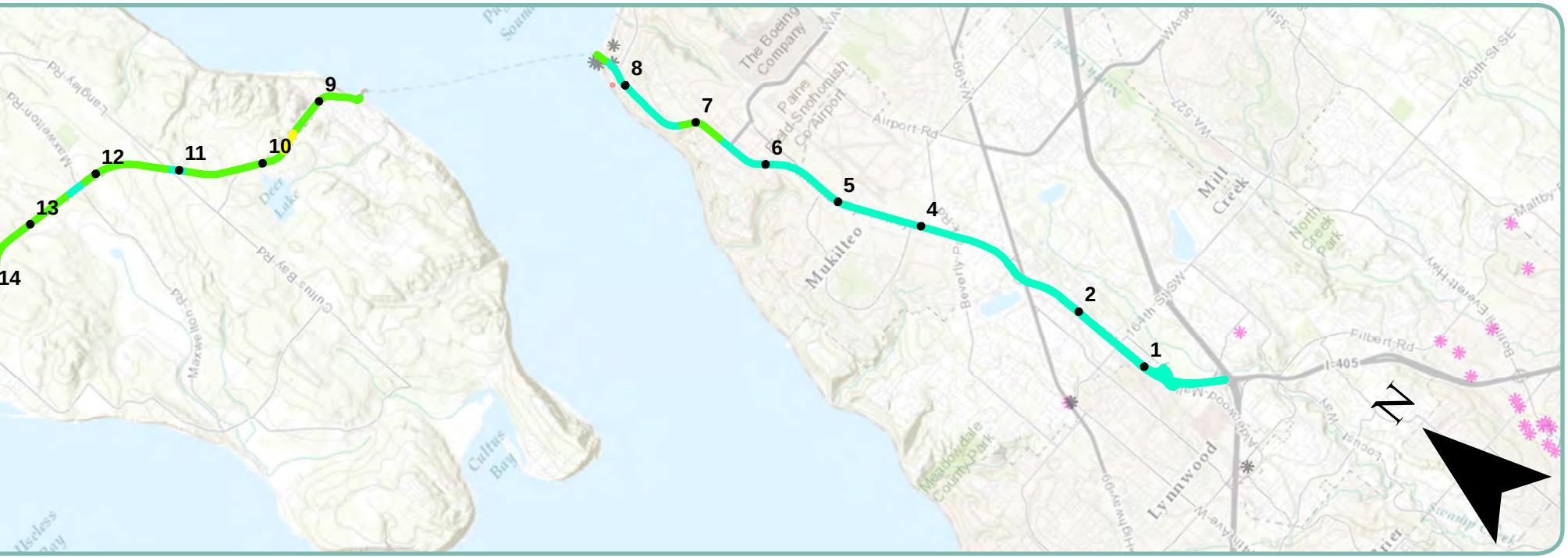
- Two lanes
- Rumble strips along center and shoulders
- Stoplights
- Ditches
- Fog lines

> Development set back from corridor, mostly forested/rural

» Views of mountain ranges, Puget Sound, historic farmsteads

Mainland section of SR 525:

- Two to four lanes
- Concrete median along select sections
- Concrete overpasses
- Grass berms either side
- Metal and concrete guardrails
- Wide shoulders
- Noise walls
- Stoplights
- Sidewalks along select sections
- Ditches
- Fog lines
- Ferry waiting lane along one side (Mukilteo vicinity)



POINTS OF INTEREST

- ◊ Paine Field
- ◊ Future of Flight Aviation Center/Flight Museum
- ◊ Mukilteo Light Station
- ◊ Point Elliott Treaty Monument
- ◊ Whidbey Island
- ◊ Newman, Harold and Geraldine, Farm (WHBR listed)
- ◊ Westin, Erick and Virginia, Farm (WHBR listed)
- ◊ Freeland
- ◊ Sanford, William and Emily, House and Barn (NRHP listed)
- ◊ Greenbank Farm (WHBR)

PLANNING AND CONSTRUCTION

SR 525 is an amalgamation of several roads, with multiple route changes over the years. Along the current route of SR 525, the oldest known section dates to 1917, with additional undated and 1920s sections. In the 1930s, the various permanent highways and other contributing roads came under the single name SSH No. 1D.

Some of the historic sections that contributed to the current SR 525 include PH 2A (or the Coupeville-Langley Road, completed in 1917), PH 2D (completed 1920), and PH 2E (completed 1923). SR 17 (Island-Skagit Road) included a road and two bridges crossing U.S. Military Reservations 14 and 15 and connecting county roads in those two counties.[1] According to the 1937 Session Laws, SSH 1D began at a junction with PSH 1 (now SR 20) in the area southeast of Anacortes, and from there stretched southerly via Deception Pass and continued across Whidbey Island to the vicinity of Columbia Beach, where the Mukilteo-Clinton ferry lands (in the southeast portion of the island).[2] The 1937 Session Laws describe SSH 1I as beginning at Everett on PSH 1 and stretching westerly to Mukilteo, then southeasterly

1 Washington State Highways Department, Biennial Report, 1913-14, 24.
2 *Session Laws*, 1937, Chapter 207, Sec. 2 (d), 995.

to intersect PSH 1 again.[3] Only the southern section of SSH 1I, from Mukilteo south, became part of SR 525. When the state highway system changed its naming conventions in the 1960s, SSH 1D became SR 525, which later divided into SR 525 and SR 20.

CHANGES

SR 525 retains moderate integrity at Greenbank but exhibits mostly slight to low integrity due to lack of development visible from the road along the island section and new development along the mainland section. A few extreme bends in the historic route have been straightened, such as between Clinton and Lone Lake Road in circa 1957. There were multiple paving projects along SR 525 in the 1950s and 1960s, with improvements continuing through the present day. There are added telephone poles, added turn lanes, added hill climbing lanes, some new guardrail sections, and cobra head lights at intersections on the island. On the mainland, there are added metal and concrete guardrails, concrete medians, and noise walls, among other alterations. Some examples of the known changes and maintenance include the following:

1957, Clinton to Lone Lake Road section rerouting/ straightening

1960, Thompson Road to Freeland rerouting/ straightening

1975, truck climbing lane added between Clinton and Langley Road vicinity

1976, Houston & Hastic Lake Roads channelization, including clearing, grading, draining, surfacing and paving

3 Ibid., 996.

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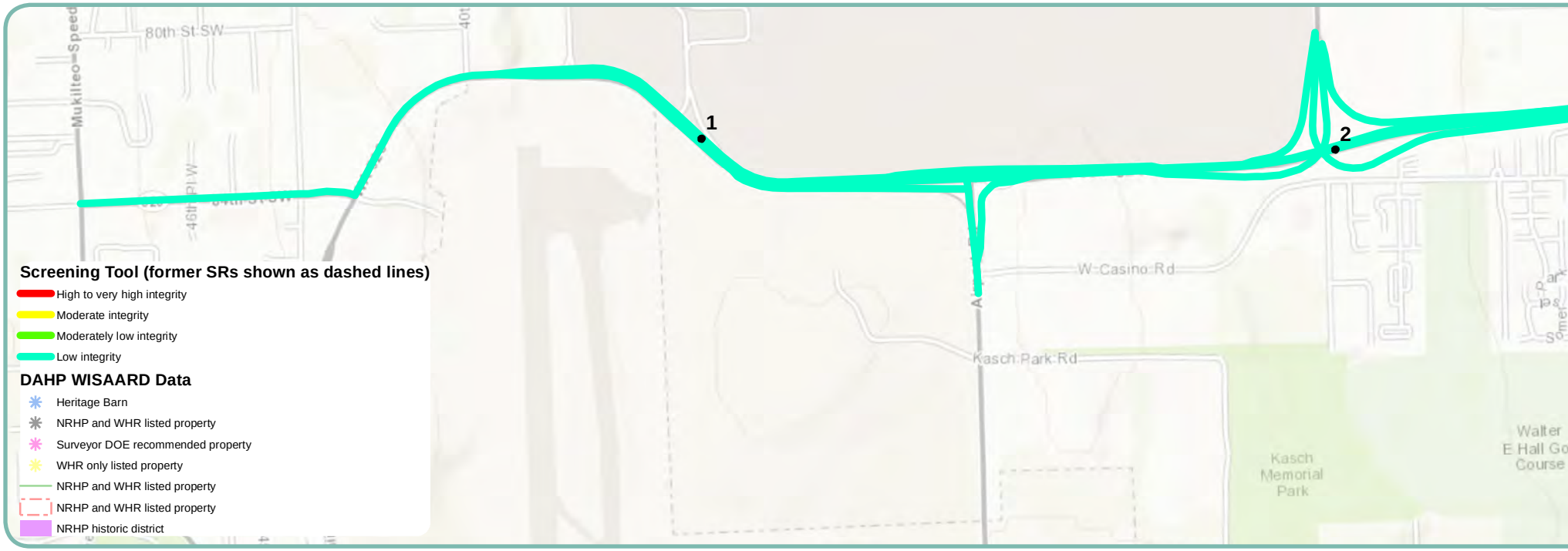


4.1.46 STATE ROUTE 526

Constructed in 1967, the road segment now known as SR 526 begins at a junction with State Route 525 south of Mukilteo in Nelsons Corner and runs east to a junction with I-5.

CHARACTER-DEFINING FEATURES

- Partially elevated highway
- Multiple-lane divided highway
- Sound walls
- Concrete median and guardrails
- Cobra head light standards
- Wide shoulders

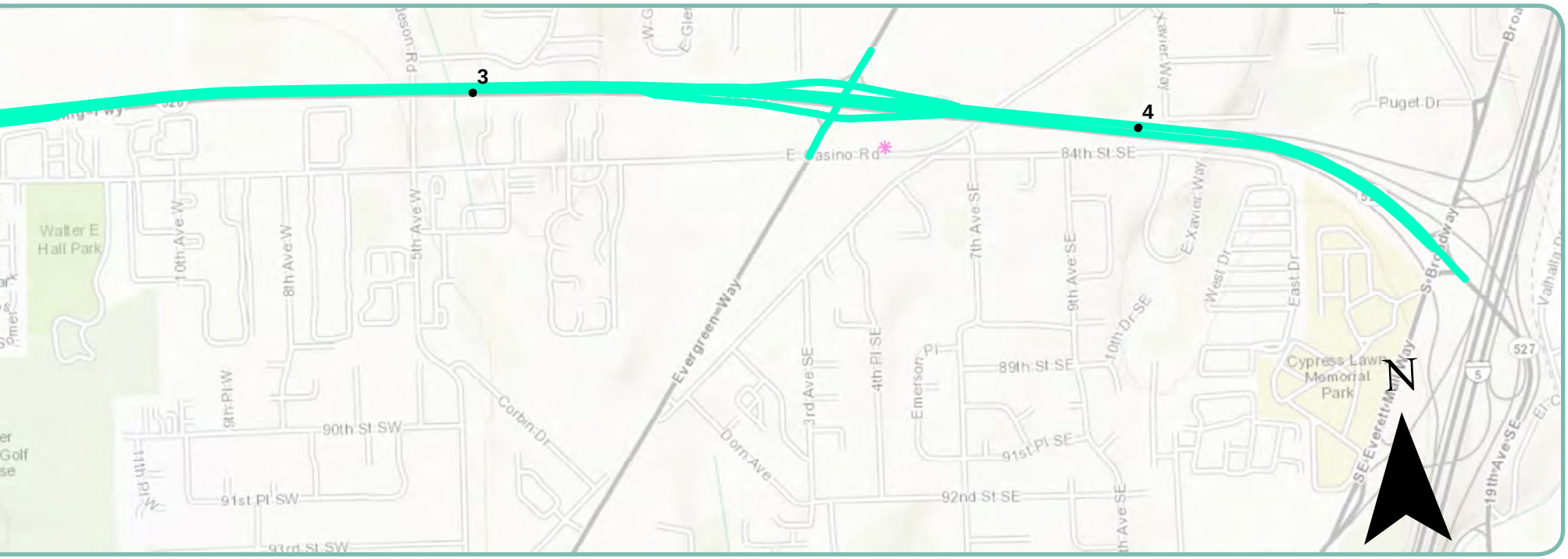
POINTS OF INTEREST

- Boeing, Everett Site
- Paine Field
- Future of Flight Aviation Center

PLANNING AND CONSTRUCTION

In 1937, the state established a route known as SSH 1I to run west from a junction with PSH 1 in Everett to Mukilteo, along Mukilteo Boulevard, before curving southeast back to PSH 1 just south of Everett.[1] In 1967, the state constructed new freeway, realigning a portion of SSH 1I south of its original route. The new alignment began at a junction with PSH 1 near the intersection between PSH 1 and SSH 2J, ran west to Mukilteo before connecting back in with the original alignment to continue southeast to a junction with PSH 1.[2] This route revision coincided with the 1967 opening of a new Boeing production facility at the north end of Paine Field.[3] The former northern route was dropped from the state system, and the southern route from Mukilteo to PSH 1 became known as SR 525, while the east-west road freeway to Boeing became known as SR 526.

1 *Session Laws*, 1937, Chapter 207, Section 1(i), 996.
2 *Session Laws*, 1967, Chapter 145, Section 3, 2304.
3 "History of Boeing and the Everett site," Boeing, (accessed May 22, 2013) www.boeing.com.



CHANGES

In addition to realignment and renumbering, the route experienced general alterations including new paving and the installation of guardrails, fencing, and signage. Maps from the state Department of Transportation indicate approved improvements on the road:[4]

1969, Broadway Interchange, phase one, guardrail, fence, pavement markings, signage, and illumination

1970, 40th Avenue West to SR 5 Junction, clear, grade, surface, pave with asphalt concrete, illumination, traffic signals

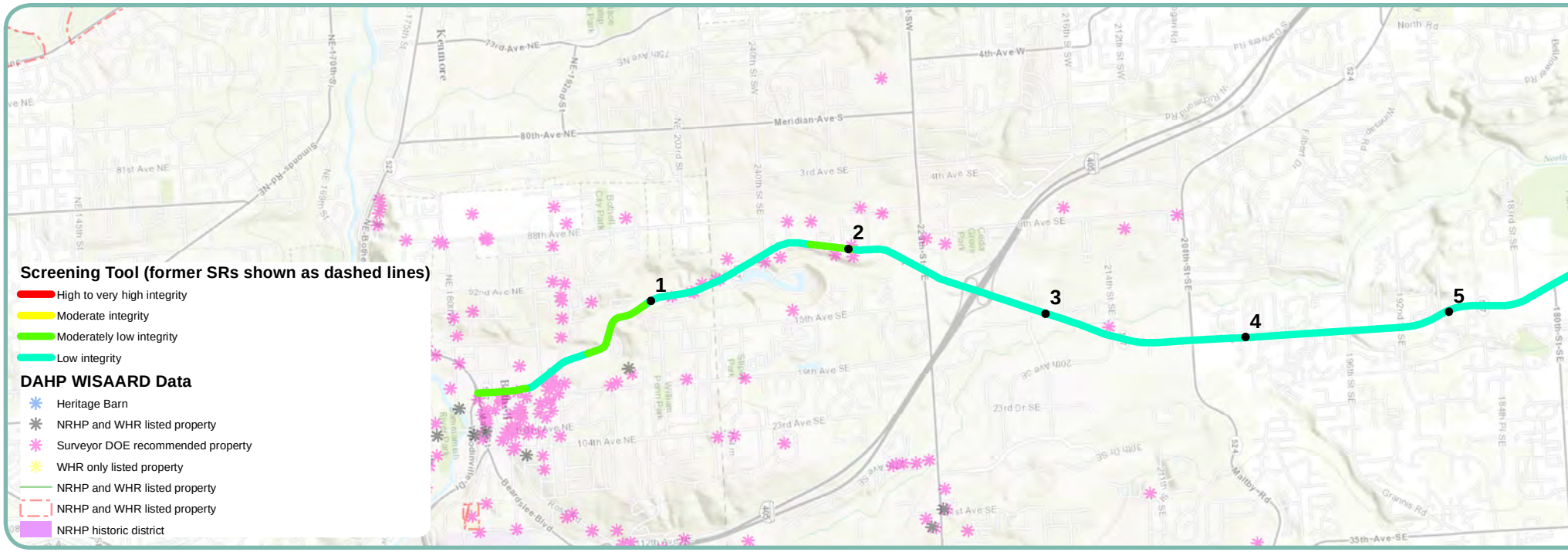
1973, Casino Road, landscaping, planting trees and shrubs

1973, Wide mileposts and lane markers, remove former lane markers and installed new

1985, SR 525 to SR 5 overcrossing, paved asphalt concrete, concrete curb, and signage

1995, Evergreen Way interchange, westbound off-ramp channelization, construct right turn lane to off-ramp, grade, pave, illumination, and modern signage

4 Washington State Department of Transportation, Engineering, Snohomish County; 526_key_PLGA914; 525_key_PLG44A3.



4.1.47 STATE ROUTE 527

First established as a state road in 1937, the road segment now known as SR 527 begins in Bothell and travels north, crossing from King County into Snohomish County. The road passes through Thrashers Corner, Kennard Corner and Mill Creek before terminating at a junction with I-5 south of Everett.

CHARACTER-DEFINING FEATURES

» Scenic views of Silver Lake

POINTS OF INTEREST

◊ Silver Lake

PLANNING AND CONSTRUCTION

The state began financing improvements to the road between Everett and Bothell through the State Aid and Permanent Highway programs in 1910. However, the road may have existed as a county road as early as the late 1800s.[1] The road was officially included within the state system of roads in 1937 as a portion of SSH 2A, which stretched from Renton to Everett by way of Kirkland and Bothell.[2] In 1943, the Bothell to Everett section was removed from SSH 2A.[3] The road was, again, included within the state system of roads in 1957 as SSH 2J.[4] The road was renamed SR 527 in 1970.[5]

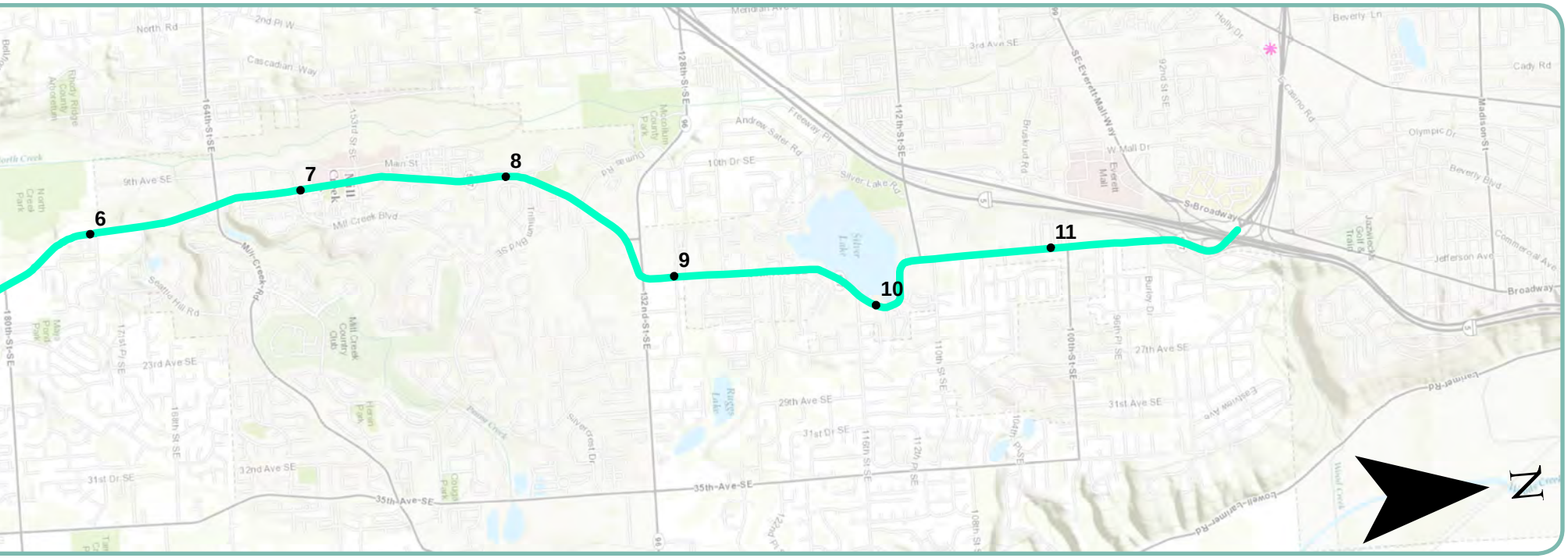
1 Perteet Engineering Incorporated, "SR 527: Route Development Plan," Prepared for the City of Bothell and Washington State Department of Transportation: Northwest Region, p. 2, (accessed May 24, 2013) http://www.wsdot.wa.gov/NR/rdonlyres/01C1C441-E93B-4E68-BE4E-8FE89BED82F9/0/527bothell405.pdf.

2 *Session Laws*, 1937, Chapter 207, Section 3[a], pg. 998; 1939_AR_2012G.

3 *Session Laws*, 1943, Chapter 239, Section 7, pg. 721.

4 *Session Laws*, 1957, Chapter 172, Section 17, pg. 638.

5 Perteet Engineering Incorporated, "SR 527."



CHANGES

General alterations to the route include widening, new shoulders, and lane markers. Maps from the state Department of Transportation indicate the following work on the road:[6]

1910, State Aid Road 32–40, Silver Lake–Beverly Park, grading

1912, Permanent Highway 1, Everett south, grade and surface

1912, Permanent Highway 4, Extension of Permanent Highway 1 to King County line, grade and surface,

1913, Woods Gulch Fill, grading

1916, Snohomish county road, 12.8 miles of cement concrete pavement

1960, Snohomish vicinity and King County line to Junction PSH No. 1, grading, surfacing, asphalt concrete pavement

1971, 232nd Street SE to Junction SR 405

1977, Junction SR 522 to Junction SR 5

1988, Junction SR 405 to 208th Street SE vicinity

1991, 15th Avenue SE vicinity to 164th Street SE vicinity

1994, 164th Street SE vicinity to 129th Place SE

1999, 129th Place SE vicinity to 112th Street SE

6 WSDOT Engineering Records, Snohomish County; 527_key_PLGFFF3; 527_key_PLG3E07.

right
1950 view of Silver Lake Roadside Park, along SR 527. Source: Washington State Archives.

4.1.48 STATE ROUTE 528

SR 528 is an east-west route in Snohomish County, connecting Interstate 5 at Marysville with SR 9 to the east. It is also referred to as Fourth Street and 64th Street NE.

CHARACTER-DEFINING FEATURES

- Four lanes or more along most of route, except for two lanes east of 83rd Avenue
- Fog lines
- Metal guardrail on eastern extent, one side

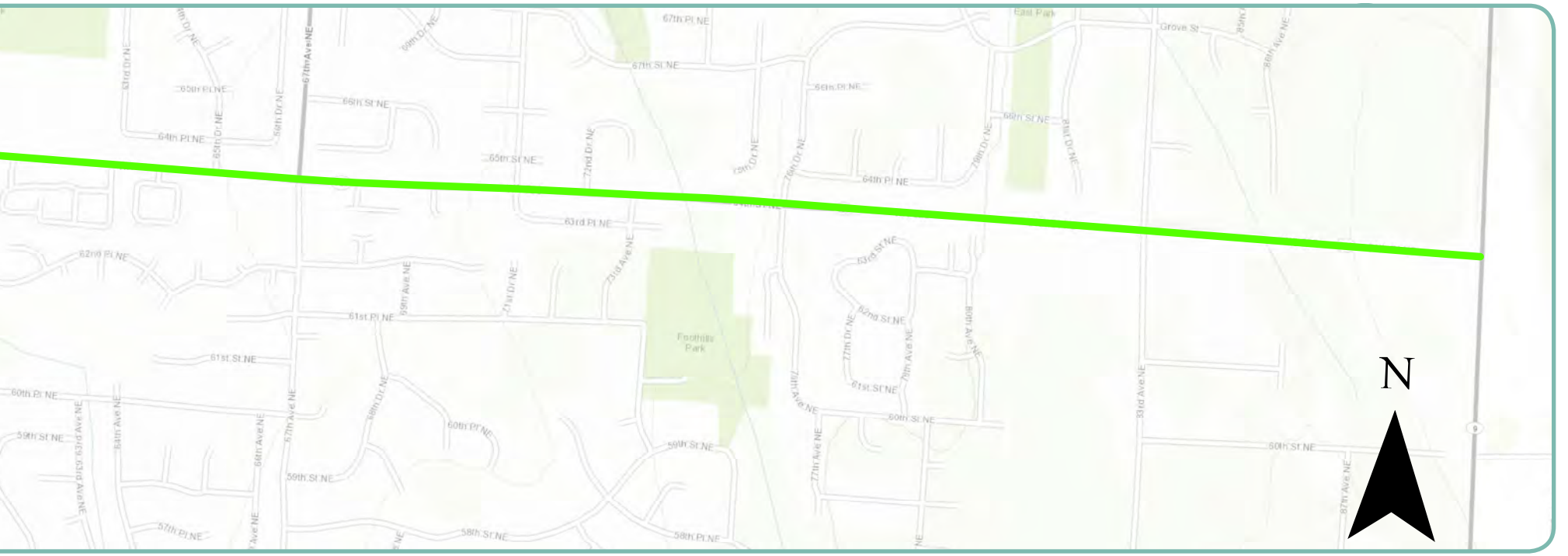
> Commercial development in downtown Marysville, with sidewalks both sides

> Historic residential development between Columbia Avenue and Liberty Street

> Increasingly rural landscape closer to junction with SR 9

POINTS OF INTEREST

◊ Marysville

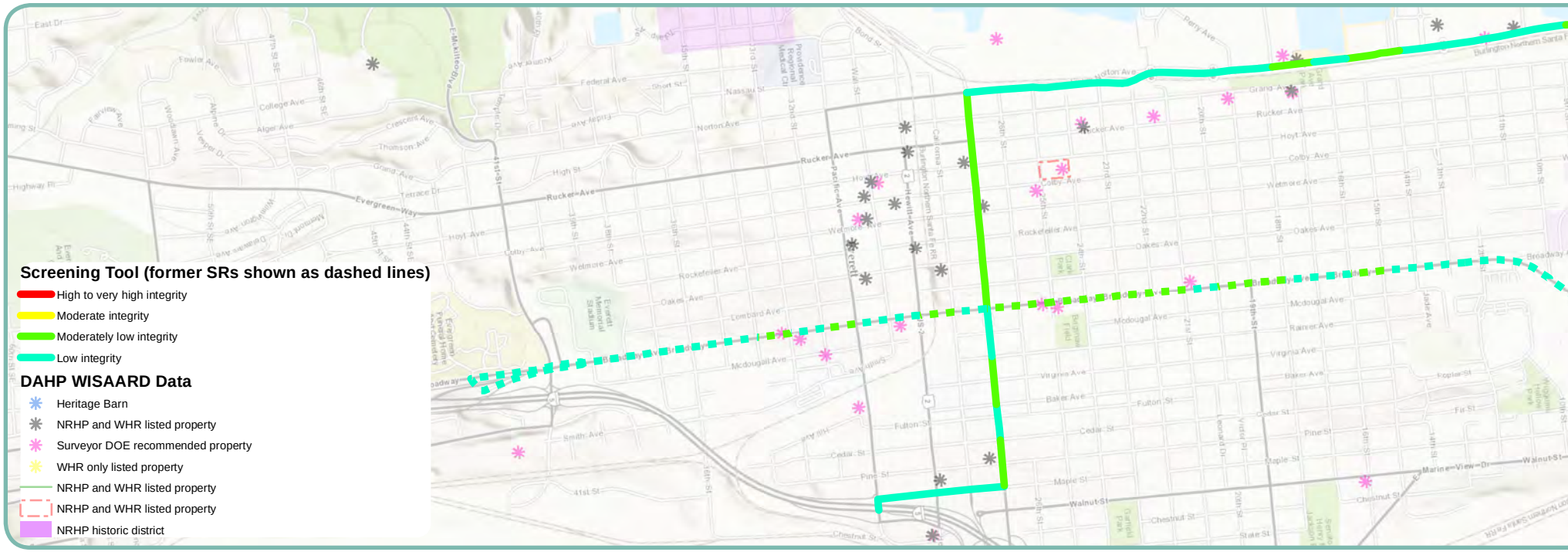


PLANNING AND CONSTRUCTION

SR 528 was approved in 1970. The state road presumably occupies a former city street (Fourth Street) within the city limits of Marysville but the history of that road is not known.

CHANGES

SR 528 retains slight to moderate integrity in downtown Marysville, from Beacon Avenue east to one block past 47th Avenue (prior to the bend as 64th Street NE). East of there, there is low integrity and new single-family housing developments and undeveloped sections. There is little information available on the dates of changes and maintenance.



4.1.49 STATE ROUTE 529

SR 529 is primarily a north-south route in Snohomish County, connecting SR 528 in Marysville with Interstate 5 in Everett. The route extends along the Everett waterfront before turning east to meet Interstate 5. Sections of SR 529 are also known as West Marine View Drive and the Yellow Ribbon Highway.

CHARACTER-DEFINING FEATURES

Former route

- Four lanes with turning lane
- Sidewalks
- Median

> Commercial strip development with some older nodes and mid-century infill

Current route

- Four-lane road
- Built up roadbed
- Bridges
- Wide shoulders

> Notable grade separation between port and residences on hill in Everett

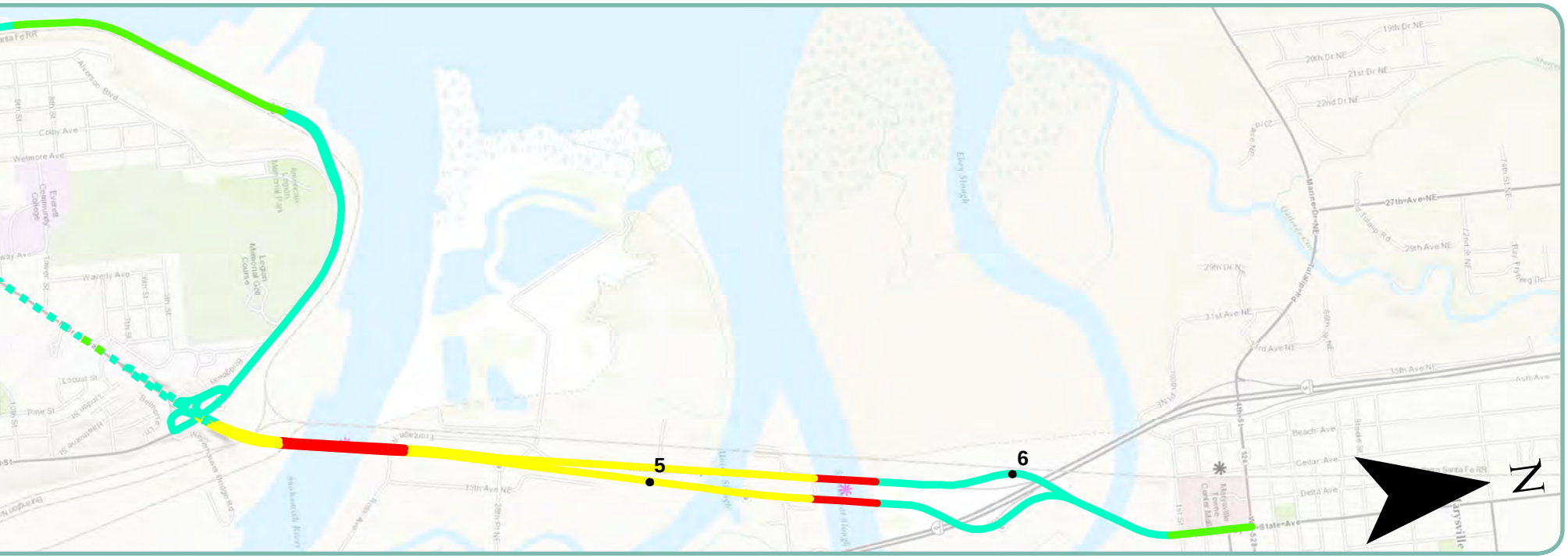
» Views of sloughs, adjacent bridges, bay, railroad tracks

POINTS OF INTEREST

◊ Marysville
◊ Everett
◊ Snohomish River

PLANNING AND CONSTRUCTION

Built in the 1920s, SR 529 connected Everett and Marysville. The present SR 529 was built as the Marysville-Everett cutoff of the Pacific Highway, or PSH No. 1. The cutoff opened in 1927.



CHANGES

SR 529 passed north-south through downtown Everett, not along the waterfront (Marine View Drive). It appears the route was diverted away from downtown Everett in 1996. The highest integrity is in downtown Marysville and at the slough crossings/bridges between Marysville and Everett. The rest of the corridor has low to slight integrity. There are added guardrails, a widened roadbed, wide sidewalks, split traffic lanes, retaining walls, and Jersey barrier medians. Some dated examples of the known changes and maintenance include the following:

1923, Marysville to Everett work approved

1951, work on section of former path of SR 529 in City of Everett approved

1952, Snohomish River Bridge to Great Northern overcrossing approved

1952, Everett North work approved

1958, asphalt concrete paving on sections

1971, State Legislature approved SB 291 (SR 529); former path of SR 529 adopted

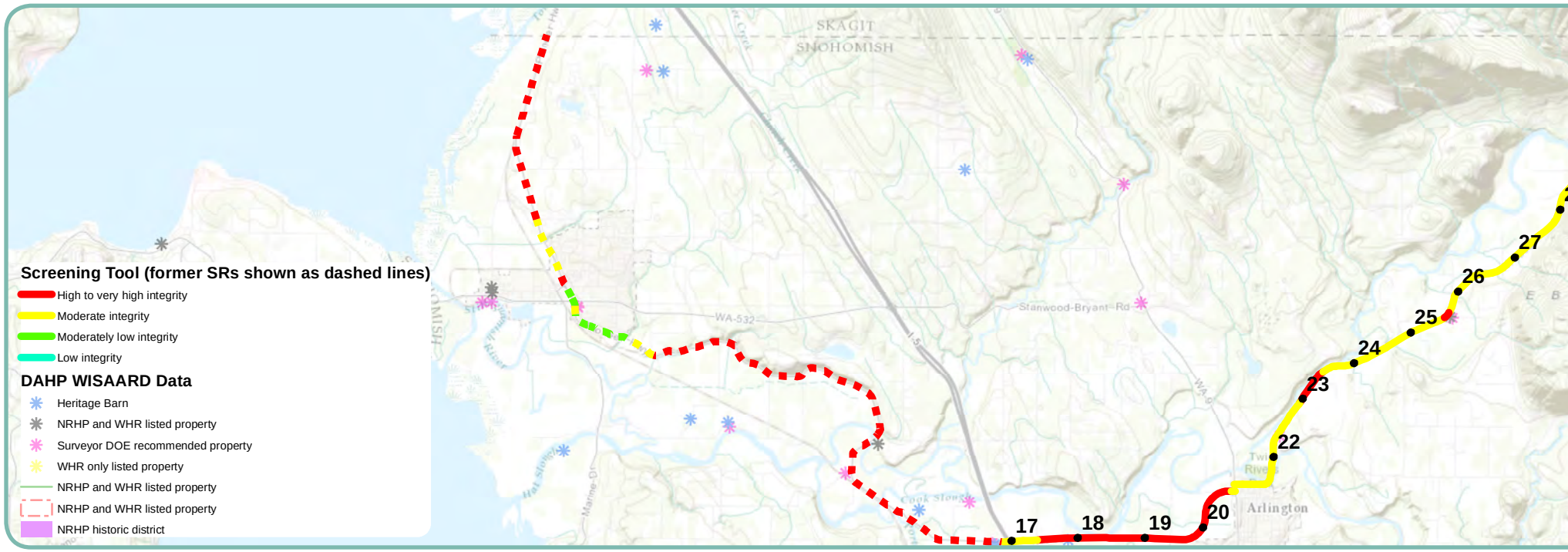
1992, former route through downtown Everett acquired by the State of Washington through Road Jurisdiction Transfer legislation

1996, current SR 529 path approved (junction SR 5 to Skyline Drive vicinity)

1996, Everett Avenue to 18th Street vicinity work approved

1996, Alverson Bridge vicinity work approved

2007, SR 5 to SR 528 work approved



4.1.50 STATE ROUTE 530

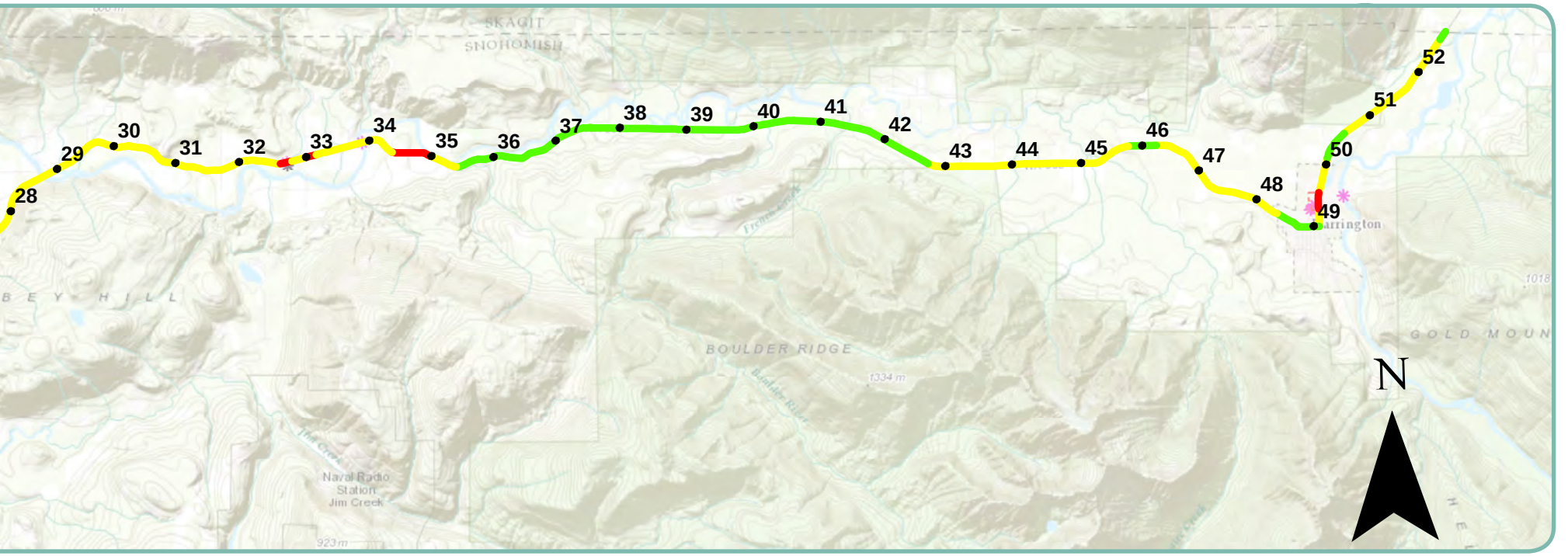
Officially established within the network of state highways in 1937 as SSH 1E, the road segment now known as State Road 530 begins at a junction with I-5 west of Arlington and runs east then northeast through Trafton, Cicero, Oso, Hallerman, Rowan, Hazel, Tuker, Fortson, White Horse, and Darrington. At Darrington the road hooks north crossing out of the project area from Snohomish County into Skagit County, ending at a junction with SR 2.

CHARACTER-DEFINING FEATURES

- – Two-lane road
- – No shoulders
- > Historic barns and farmland abutting road on either side
- > Railroad tracks parallel or crossing at grade
- » Scenic views of Puget Sound, the Olympics, the Cascades, including Whitehorse Mountain (glacier), and agricultural land

POINTS OF INTEREST

- ◊ Former Great Northern Railway line parallels route north from Stanwood to Skagit County line
- ◊ Historic barns
- ◊ East Stanwood
- ◊ Zion Lutheran Church
- ◊ Jensen Barn (Heritage Barn)
- ◊ Grimm, William, Barn (Heritage Barn)
- ◊ Silvana
- ◊ Trafton School
- ◊ Oso Elementary School
- ◊ Stillaguamish River
- ◊ Darrington
- ◊ Darrington Ranger Station



PLANNING AND CONSTRUCTION

Before its incorporation within the state highway system, SR 530 served as a county road connecting the lumber towns up in the mountains, like Hazel and Darrington, with the trading center Stanwood. The general corridor of SR 530 follows a county wagon road established by 1891 northeast towards Oso and by 1893 the county was conducting road surveys to connect the wagon road through to Darrington. From Darrington north SR 530 follows the same general corridor as part of the Monte Cristo Wagon Road. By 1914 the state was working on the route and paving sections through the Permanent Highway program.[1] The route was included within the state highway system as SSH1E in 1937.[2] The route is primarily a two lane road with no shoulders that are flanked by ditches.

1 Washington Department of Transportation, Engineering, Snohomish, Permanent Highway 10.

2 *Session Laws,* 1937 , Chapter 207, Section 2 (e), 995.

CHANGES:

The route's alignment largely remains the same, with a slight realignment to bypass Arlington. General alterations to the route include a slight realignment, grading and widening shoulders, paving, oiling, and surfacing. Striping, fog lines, and rumble strips have been added. Maps specific to SR 530 from the state Department of Transportation indicate the following work was approved on the road:[3]

1914, Permanent Highway 10, cement concrete pavement between Arlington and Silvana

1921, cement concrete pavement, Silvana to Stanwood

1925, East Stanwood and north, grading, surfacing, and concrete overcrossing

1928, Skagit County line south to East Stanwood, cement concrete paving and shoulders

1931, Skagit County line to Dahlgren's Crossing, cement concrete paving

1947, Stanwood/Bryant road, surface treatment

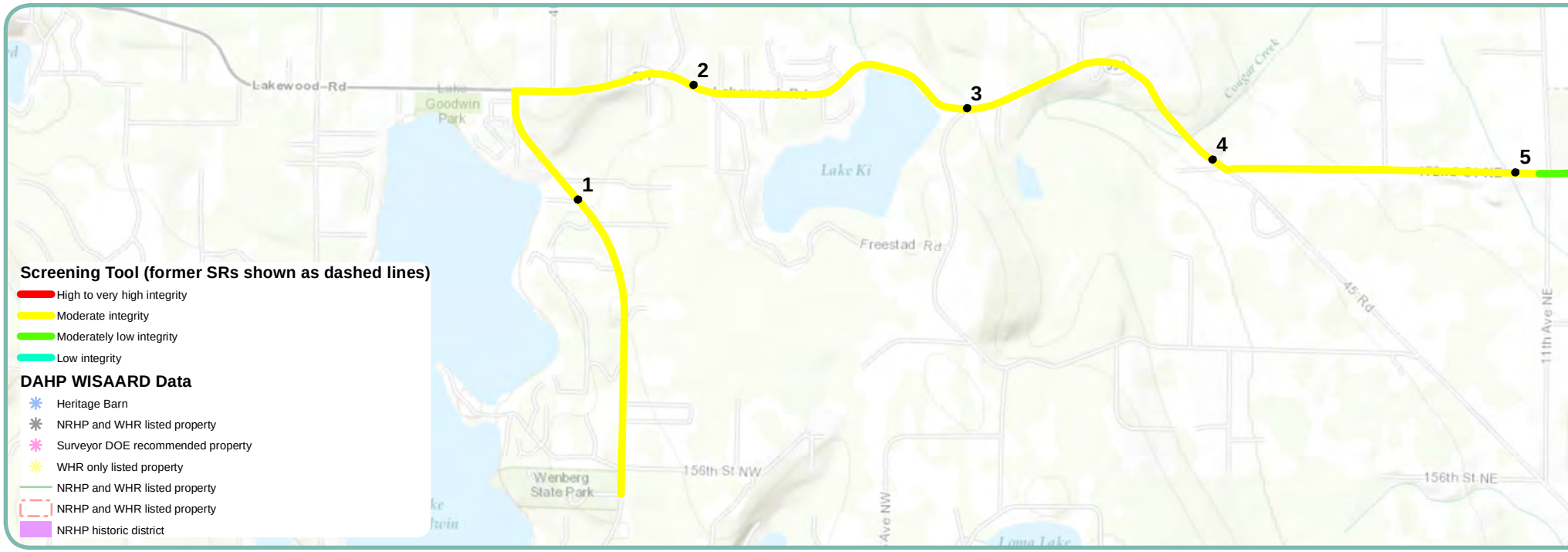
1966, North Fork Stillaguamish River Bridge and approaches improved

1970, slight realignment to bypass Arlington

1980, Jordan Road to Cicero, culvert replacement, pavement marking, guardrail

1983, Hazel to Fortson Road, clearing, grubbing, grading, erosion control, added guardrail, pavement striping, and bridge removal

3 WSDOT Engineering Records, Snohomish County.



4.1.51 STATE ROUTE 531

SR 531 is located in Snohomish County, connecting Lake Goodwin and Lake Ki with SR 9 to the east. It begins at Wenberg State Park and stretches northerly and easterly to a junction with SR 9 in the vicinity north of Marysville.[1]

1 Revised Code of Washington, Section 47.17.757, State Route 531.

CHARACTER-DEFINING FEATURES

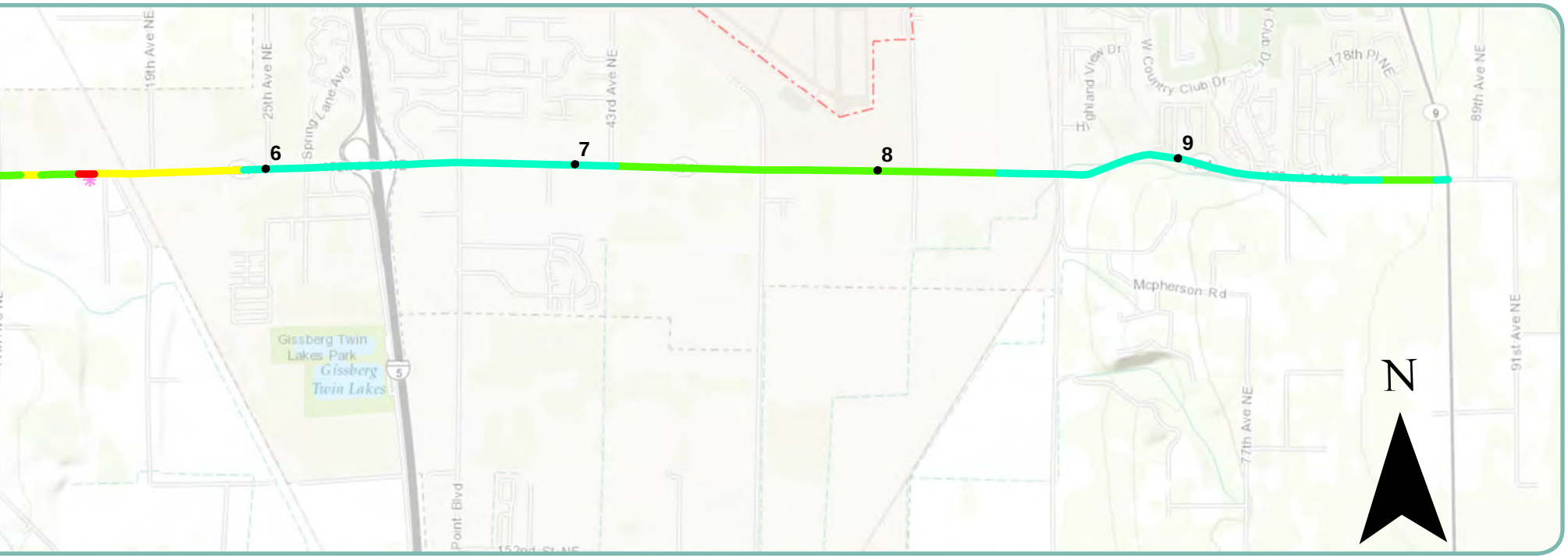
- Two lanes
- Narrow to no shoulders
- Ditches
- Lane striping

> Single-family houses on small parcels

» Scenic views of Lake Goodwin, Lake Ki, and the Cascade Mountains

POINTS OF INTEREST

- Edgecomb
- Naval Auxiliary Air Station—Arlington
- Smokey Point
- Lakewood
- Lake Ki
- Lake Goodwin
- Wenberg State Park



PLANNING AND CONSTRUCTION

A section of the present SR 531 began as a portion of the Lakewood-Birmingham Road, according to Snohomish County Engineers Office drawings from 1926. That section extends from approximately the northeast corner of Lake Goodwin to just east of Lake Ki. The section of SR 531 along the east side of Lake Goodwin was also originally built as a county road (CRP 263) in circa 1939. The county roads became a single state road in the 1992.

CHANGES

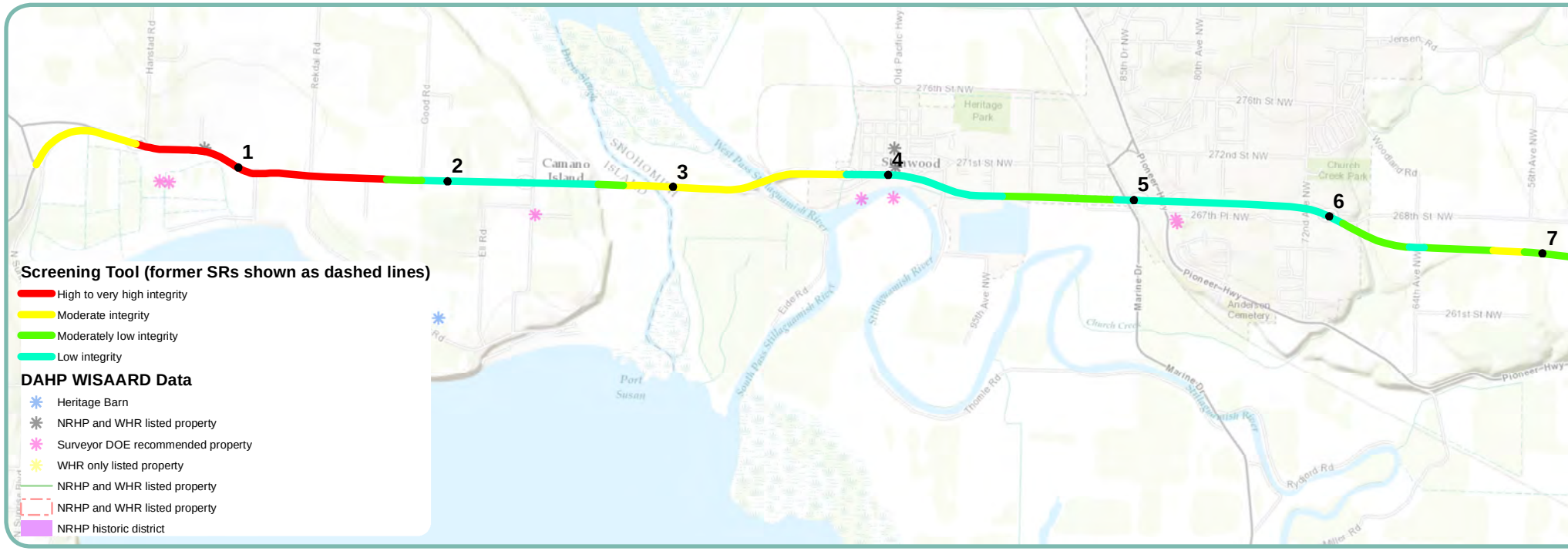
The roadway along the east side of Lake Goodwin is intact. There is low to slight integrity of the built environment along the corridor, with denser suburban development at the eastern and western ends. Between mileposts four and five, the original road appears to be intact with no shoulders although the roadway has been repaved. In general, alterations include new guardrails, added telephone and power poles, and contemporary signage. The dates of known changes and maintenance include the following:

1992, route adopted into state road system through Road Jurisdiction Transfer legislation

2004, Smokey Point Blvd vicinity to 67th Avenue NE work approved

2004, 16th Drive NE vicinity to SR 5 vicinity work approved

2006, 11th Avenue NE Lakewood High School vicinity work approved



4.1.52 STATE ROUTE 532

Originally established as a county road before its inclusion within the state network of highways as SSH 1Y in 1945, the road segment now known as SR 532 begins on Camano Island at McEacherns Corner and runs east out of Island County and into Snohomish County over a bridge and through Stanwood. The road continues to travel east, crossing SR 530, to a junction with I-5. Originally the road continued east to connect with SR 9. This segment between I-5 and SR 9 transferred out of the state highway system in 1959. A formerly associated road segment, State Road 1, extended northeast from SR 532 through Stanwood along what is today Cedarhome Drive NW.

CHARACTER-DEFINING FEATURES

Current

- Two-lane road
- No shoulders
- Ditches in lowland areas

> Historic barns and agricultural land abutting road

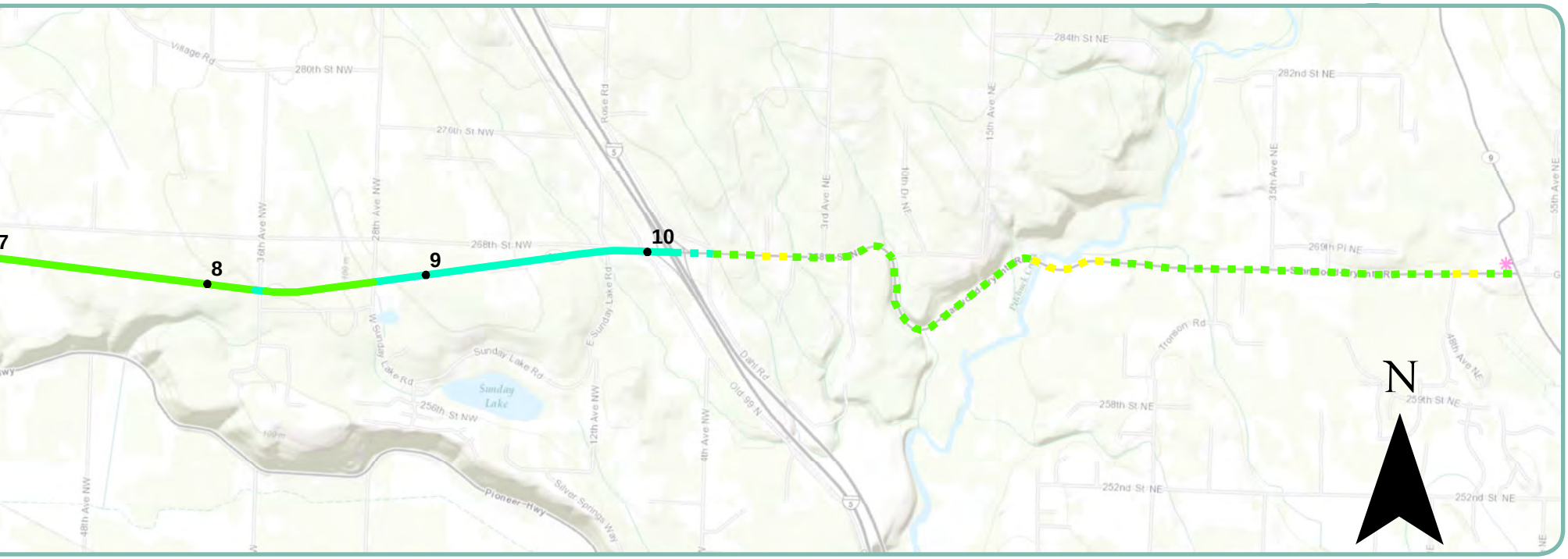
» Scenic views of Puget Sound, the Olympics, the Cascades, agricultural land, forests, hills, and lowland terrain, and river crossings

Former

- 18-foot wide brick roadway on part of Cedarhome Drive NW
- 2.5-foot wide concrete gutter on side of the road only on part of Cedarhome Drive NW
- 6-inch wide concrete curb between gutter and the brick roadway on part of Cedarhome Drive NW
- Concrete sidewalk

POINTS OF INTEREST

◊ Livingston Bay
◊ Davis Slough
◊ Stanwood
◊ Camano Island
◊ Camano Lutheran Church
◊ East Stanwood
◊ Bryant
◊ Bryant General Store
◊ Bryant Community Church
Historic barns



PLANNING AND CONSTRUCTION

The road running east-west between Stanwood and Bryant was established and in use for many years before the state took over its maintenance. Sections of the road appear on maps by 1913 and it seems the section west of Stanwood on Camano Island was formerly part of PSH 5, beginning in 1913. However, in 1945, the portion of the road from its intersection with PSH 1 west to McEachern's Corner on Camano Island, was established as SSH 1Y.[1] The section east from the intersection with PSH 1 to Bryant was still a county road until after at least 1947.

CHANGES

The route's alignment largely remains the same with a slight realignment between Stanwood and East Stanwood. General alterations to the route include: a slight realignment, grading and widening shoulders, paving, oiling, and surfacing. Striping, fog lines, contemporary guardrails, reflector bumps, and road signs have been added as well. Maps specific to SR 532 from WSDOT indicate the following work was approved on the road:[2]

1913, Permanent Highway 5, section west of Stanwood, brick paving on concrete base

1924, State Road 1, Cedarhome Road Revision

1926, Stanwood-Bryant

1947, Stanwood-Bryant Road

1948, Stillaguamish River Bridge

1948, Construction of the Stillaguamish River Bridge approaches approved

1958–1959, Stanwood to Lindstrom Road

1966, Lindstrom Road to Junction PSH 1

1948, Stillaguamish River Bridge approaches

1977, Construction on the segment between the Sunrise Boulevard Junction and the vicinity of Hanstad Road approved

1980, Construction on the segment between the Hanstad Road vicinity and Smith Road approved

2003, Construction at Terry's Corner vicinity approved

1 *Session Laws*, 1945, Chapter 248, Section 2, pg. 729.

2 Washington State Department of Transportation, Engineering, Snohomish County; 532_key_PLG289C; and 532_key_PLG3BE3.

4.1.53 STATE ROUTE 599

Established as part of Pacific Highway or PSH 1, the road segment known as SR 599 begins south of Seattle at a junction with I-5 and runs northwest, briefly following along the west side of the Duwamish River, to a junction with SR 99.

CHARACTER-DEFINING FEATURES

- Four-lane highway
- Elevated highway
- Divided highway separated by a grassy median
- Shoulders
- Guardrails

POINTS OF INTEREST

- Duwamish River
- Allentown

PLANNING AND CONSTRUCTION

When SR 599 was originally constructed it provided a connection between I-5 (at the Foster Intersection) with SR 99 (at S 118th Street). The road was included within SR 99 in 1957.[1] The road was briefly known as SR 99T before becoming SR 599 by 1963. SR 599 is an elevated, four-lane highway with shoulders. The route is short, stretching only about 2 miles between I-5 and SR 99.

CHANGES

General alterations to the route include guardrail revisions and contemporary signage and illumination, as well as resurfacing. Maps specific to SR 599 from WSDOT indicate areas of work approved on the road, including:[2]

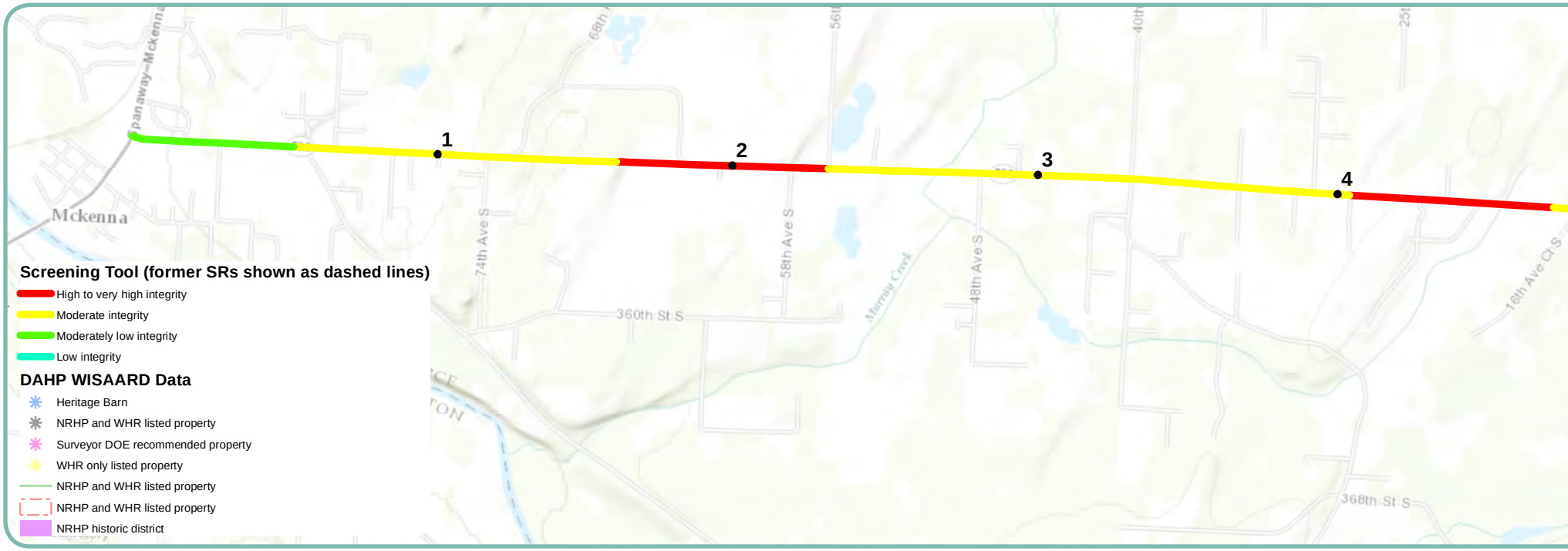
1963, Foster Intersection to South 118th Street

1972, Guardrail revisions, ramp connections, signage, and illumination

1977, Preparation of shoulders, pre-leveling, and paving

1 *Session Laws*,1957, Chapter 172, Section 2, 631.

2 16_Key_PLG70E9



4.1.54 STATE ROUTE 702

A county road established prior to 1909 and eventually incorporated into the state highway system in 1937 as SSH 5J, the road segment now known as SR 702 begins at a junction with SR 507 at McKenna and travels directly east to a junction with SR 7.[1]

1 *Session Laws*, 1937, Chapter 207, Section 6 (i), 1003.

CHARACTER-DEFINING FEATURES

- Two-lane road
- Fog lines
- Narrow or soft shoulders with ditches on either side of the road prism

> Bordered primarily by small farm plats, rural homes with pastures, and wetlands

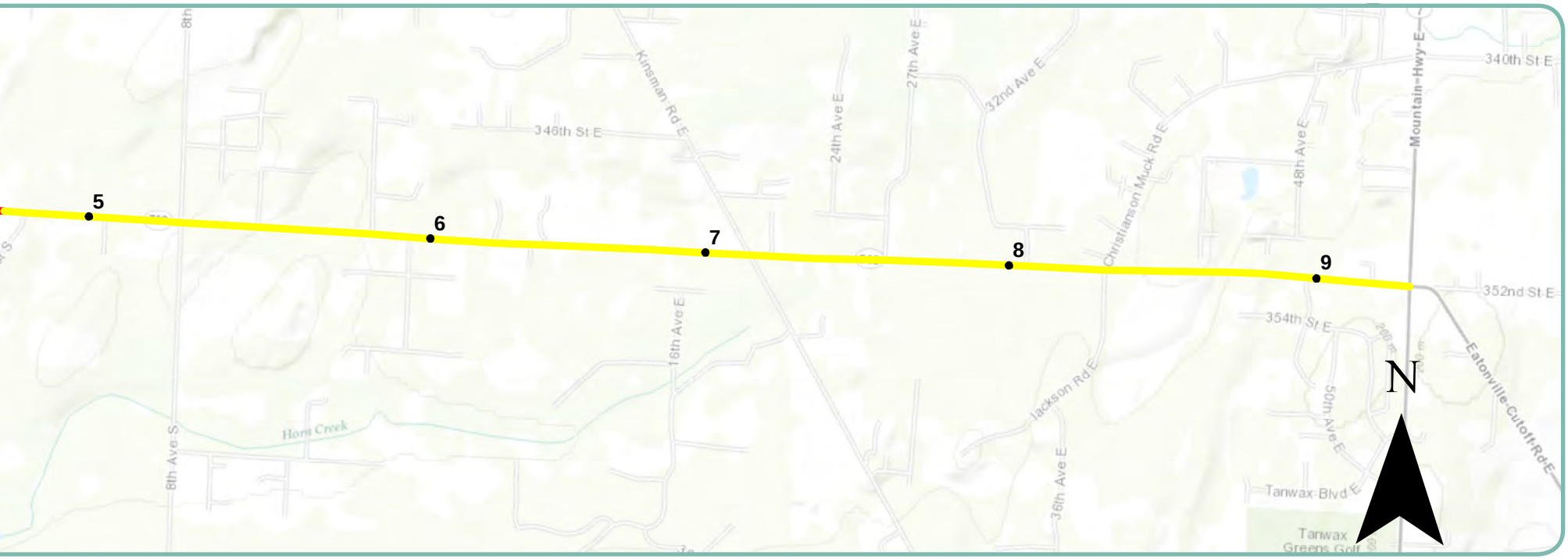
» Views of rural farmland

POINTS OF INTEREST

◊ Rural farmland
◊ McKenna

PLANNING AND CONSTRUCTION

Government Land Office survey maps from 1870 identify wagon road use within the general corridor of SR 702's west end. This west portion of SR 702 extending east from McKenna was known by 1909 as the H.C. Frey Road. The county used state aid for improvements to these west road portions. By 1924 the county had extended the road further east and by 1931 completed the east extension to SR 7. At this time the road was known as both part of the McKenna to Tanawax Highway and as Permanent Highway 46 and 48, as well as SRP 16. The county utilized the Permanent Highway program to finance additional work in the 1920s and 1930s along the middle and east portions. When the road entered the state highway system in 1937 it was renamed SSH 5J, as a branch line off PSH 5.



CHANGES

SR 702 remains a two-lane road, with narrow gravel shoulders. General alterations to the route include: gravel shoulders near private driveways, rumble strips down the centerline, traffic controls added at prominent intersections, and a center turn lane added immediately east of McKenna. Maps specific to SR 702 from WSDOT indicate the following previous roadwork:[2]

1909, H.C. Frey Road

1924, McKenna-Tanawax Highway, road section east of McKenna

1928, McKenna-Tanawax Highway Revision

1931, Permanent Highway No. 46, just west of intersection with PSH 5 and SR 7

1931, SRP 16, McKenna-Tanawax Highway, approved June

1933, Permanent Highway No. 48, McKenna-Tanawax Highway, grading and surfacing

1939, McKenna to Junction PSH 5, seal coat oiling

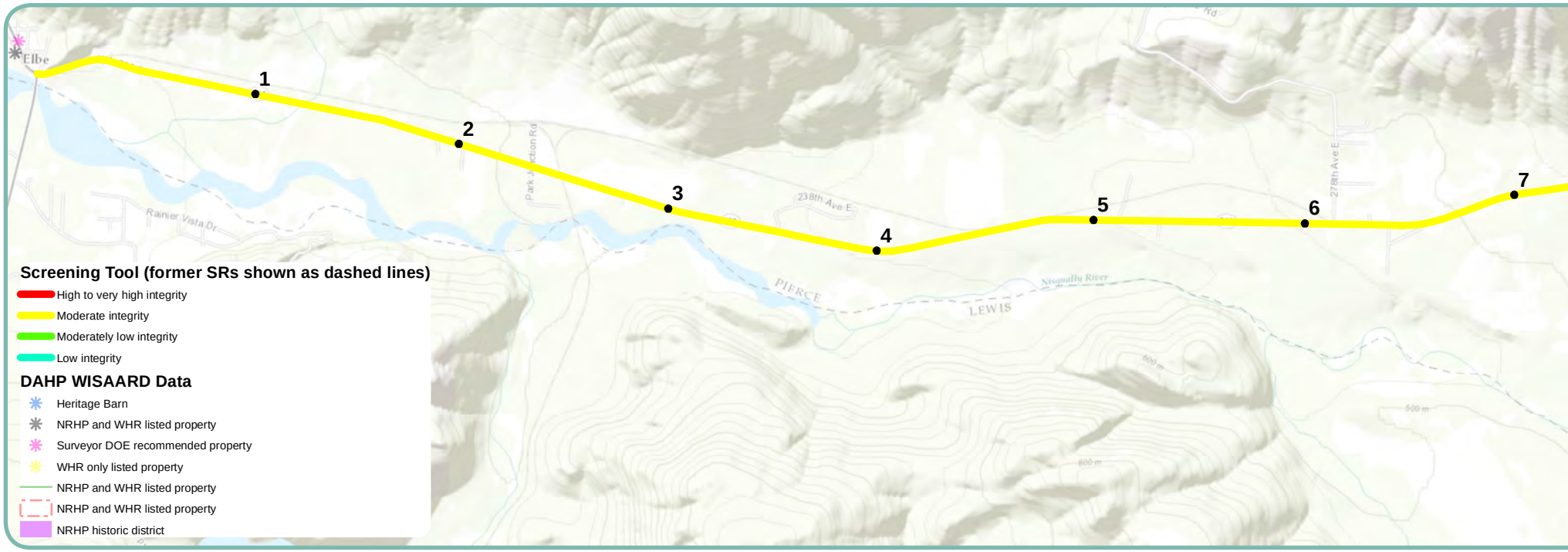
1946, McKenna east, grading, surfacing, bituminous surfacing, and non-skid seal

1945, Intersection SR 702 and SR 507

1958, Harts Lake Road Connection

1971, Paving with asphalt concrete

2 Washington State Department of Transportation, Engineering, Pierce County; 702_key_PLG8FA6.



4.1.55 STATE ROUTE 706

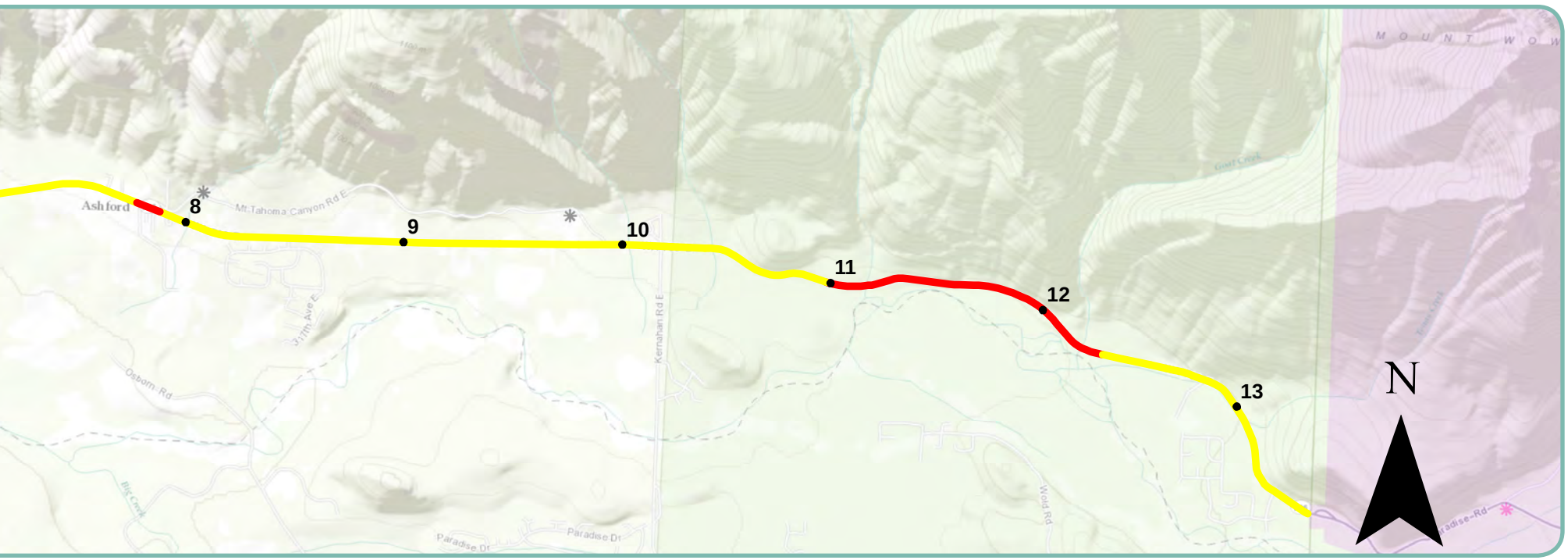
Established within the network of state highways in 1913 as a section of the National Park Highway (also known as PSH 5), the road segment now known as SR 706 or the Road to Paradise begins at a junction with SR 7 in Elbe and travels southwest through Ashford to the southwest entrance to Mount Rainier National Park.

CHARACTER-DEFINING FEATURES

- – Two-lane road
- – Narrow shoulders
- > Railroad tracks parallel or crossing at grade (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company)
- > Barns, log cabins, and rustic resorts occasionally lining road
- > Intermittent agricultural areas, tourism services, and natural setting
- > Trees set back from road
- » Scenic views of Mount Rainier, the Cascades, and the Nisqually River

POINTS OF INTEREST

- ◊ Elbe
- ◊ Ashford
- ◊ Whittaker's Bunkhouse
- ◊ Nisqually River
- ◊ Mount Rainier Lions Club Building
- ◊ Whittaker's Bunkhouse
- ◊ Ashford General Store
- ◊ Copper Creek Inn
- ◊ Nisqually Entrance, Mount Rainier National Park



PLANNING AND CONSTRUCTION

Government Land Office surveys from the 1890s document trails along the same general corridor as SR 706. By 1892 a wagon road along the same general corridor as SR 706 provided access to Ashford. By 1903 this wagon road continued east, generally along the SR 706 route. The state officially included the section of road between Elbe and Ashford as a branch of the National Park Highway in 1913.[1] This road is now known as SR 706 and connects to SR 7, which is also part of the former National Park Highway. SR 706 extends from Elbe eastward to Mount Rainier National Park.

CHANGES

SR 706 remains a two-lane road. General alterations to the route include the following additions: widened shoulders, paving, and extra widening between Alder and Elbe. Maps specific to SR 706 from WSDOT indicate the following previous road work:[2]

1908, Ashford vicinity, macadam

1915, National Park Highway, Elbe to Ashford

1918, Elbe-Ashford, grading

1919, Elbe and eastward, gravel surfacing

1921, National Park Highway, Ashford to Rainier National Park

1921, National Park Highway, Park Junction to Ashford, grading

1922–1923, National Park Highway, Elbe to Park Junction, 18-foot concrete pavement

1924-1925, Park Junction to National Forest Line, 18-foot concrete pavement

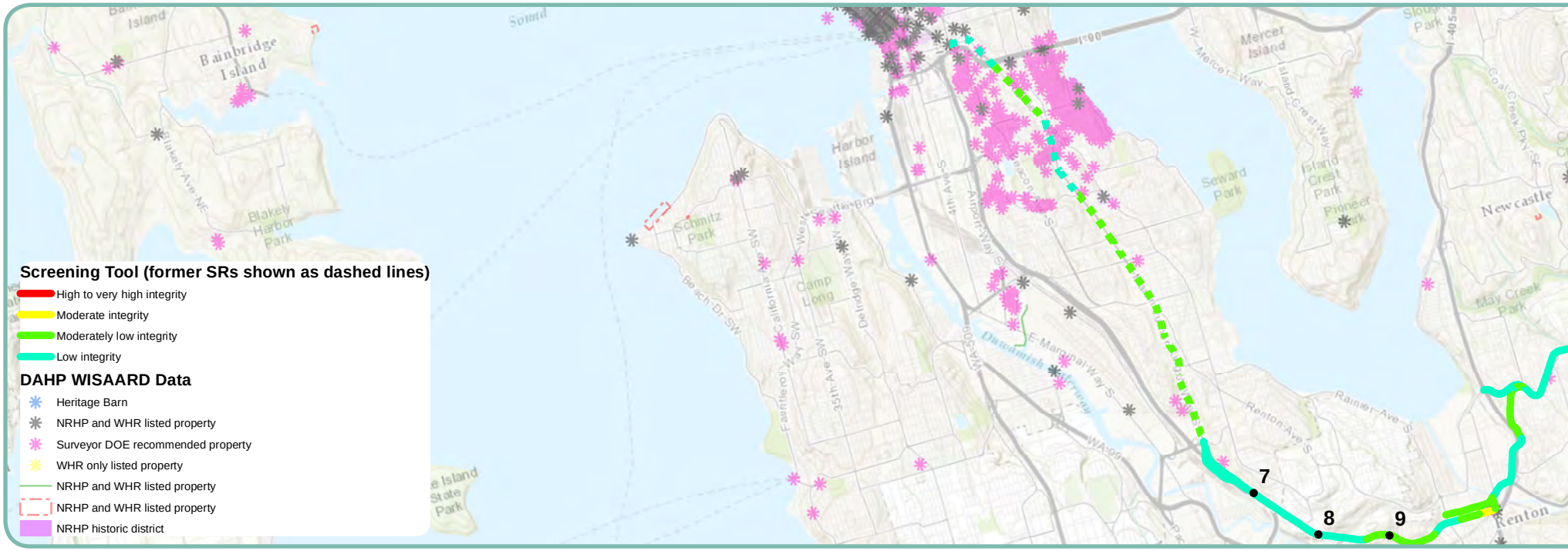
1926, SR 5 Forest Line to Park Entrance

1962, Elbe-Ashford, clearing, grading, surfacing with asphalt concrete pavement

1994, Ashford to National Forest Boundary

1 *Session Laws*, 1913, Chapter 65, Section 2 (f), pg. 222.

2 Washington State Department of Transportation, SR 706, map, 706_key_PLG9FB1.



4.1.56 STATE ROUTE 900

Established prior to 1909 as part of PSH 2, the road segment now known as SR 900 begins at a junction with I-5 in Seattle, east of the Duwamish River, and travels south-east through Allentown to Renton before turning north to end at a junction with SR 90 outside of Issaquah.

CHARACTER-DEFINING FEATURES

- Two-lane road
- > Lined by intermittent rural, residential, and natural landscapes

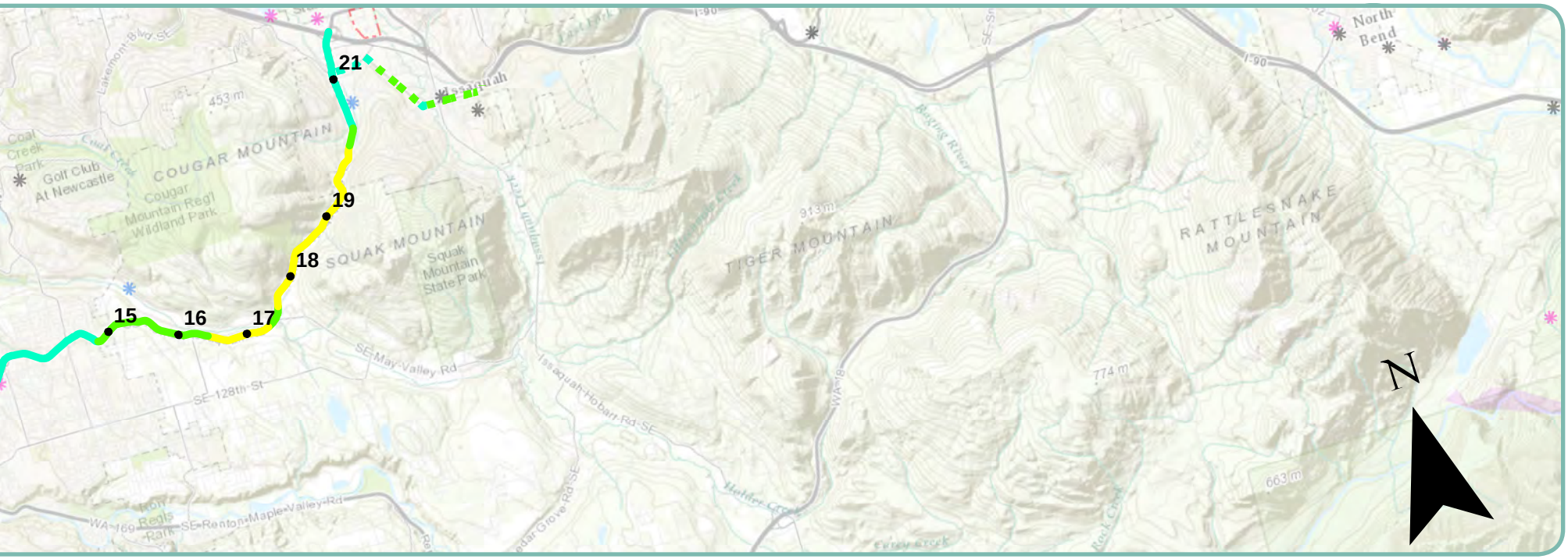
POINTS OF INTEREST

- ◊ Issaquah Depot
- ◊ Renton
- ◊ Renton Fire Station
- ◊ Renton Substation, Snoqualmie Falls Power Company

PLANNING AND CONSTRUCTION

In 1915, the road now known as SR 900 appears to have been included within the Sunset Highway, later renamed PSH 2 in 1923.[1] The state began working on paving SR 900 by at least 1921. While the route currently begins at a junction with I-5, the route originally began farther north, closer to downtown Seattle, and meandered south and east through Renton, turning northeast to wind up and through Issaquah.

1 *Session Laws*, 1915, Chapter 164, Section 2, 485; *Session Laws*, 1923, Chapter 185, Section 2, 628.



CHANGES

The state has slightly altered the route for SR 900. The road originally travelled north into Seattle and also through Issaquah. In addition to the realignment, general alterations to SR 900 include widening, paving, and resurfacing. Maps specific to SR 900 from the state Department of Transportation indicate the following work was approved on the road:[2]

1921, Coalfield to Issaquah, concrete paving and T-beam bridge

1921, Renton to Coalfield, concrete paving

1922, Renton to Issaquah, concrete paving

1927, Renton to Seattle, grading and gravel surfacing

1930, Renton west, grading

1932, Renton to Seattle, cement concrete paving

1937, Cedar River Bridge

1964, Renton vicinity, asphalt concrete on roadway, crushed surface on shoulders

1969, 116th St SE to 138th Ave SE, a section northeast of Renton

1971, Issaquah vicinity, resurfacing

1976, between I-90 and SR 167, pre-leveling and paving

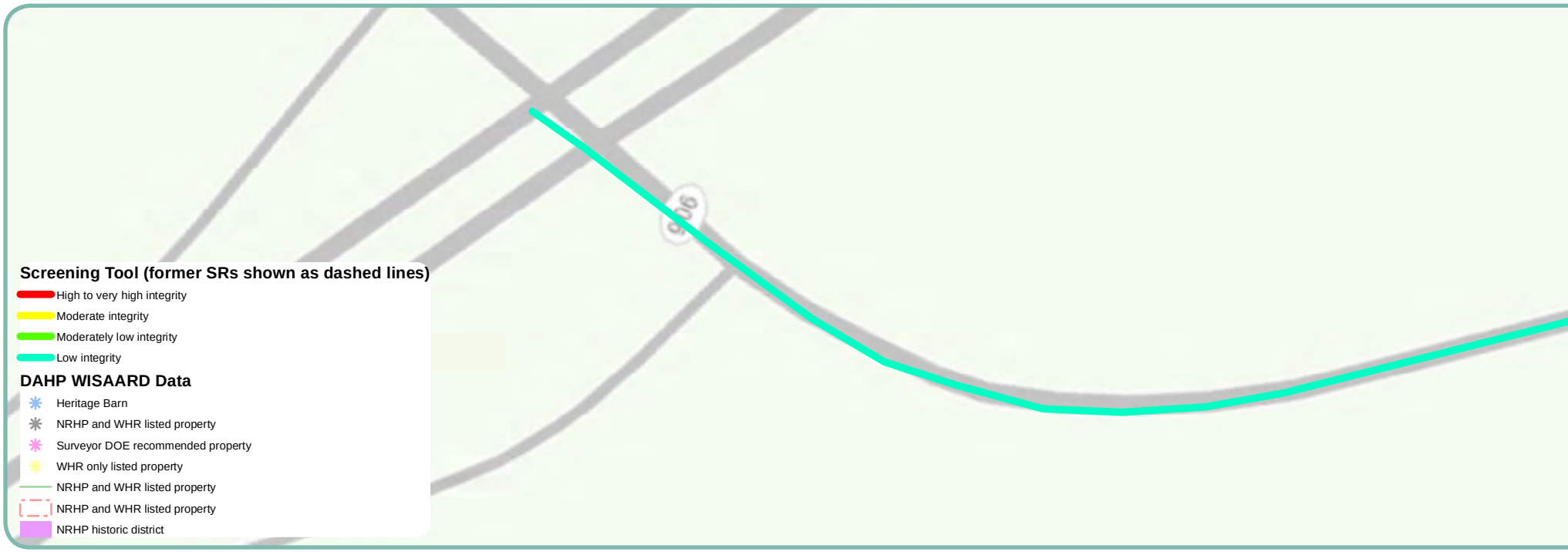
1990, 154th Avenue SE vicinity, improvements

1994, SE May Valley Road vicinity

1994, May Creek Vicinity

2005, Tibbets Creek vicinity

2 Washington State Department of Transportation, SR 900, 900_key_PLG1A73



4.1.57 STATE ROUTE 906

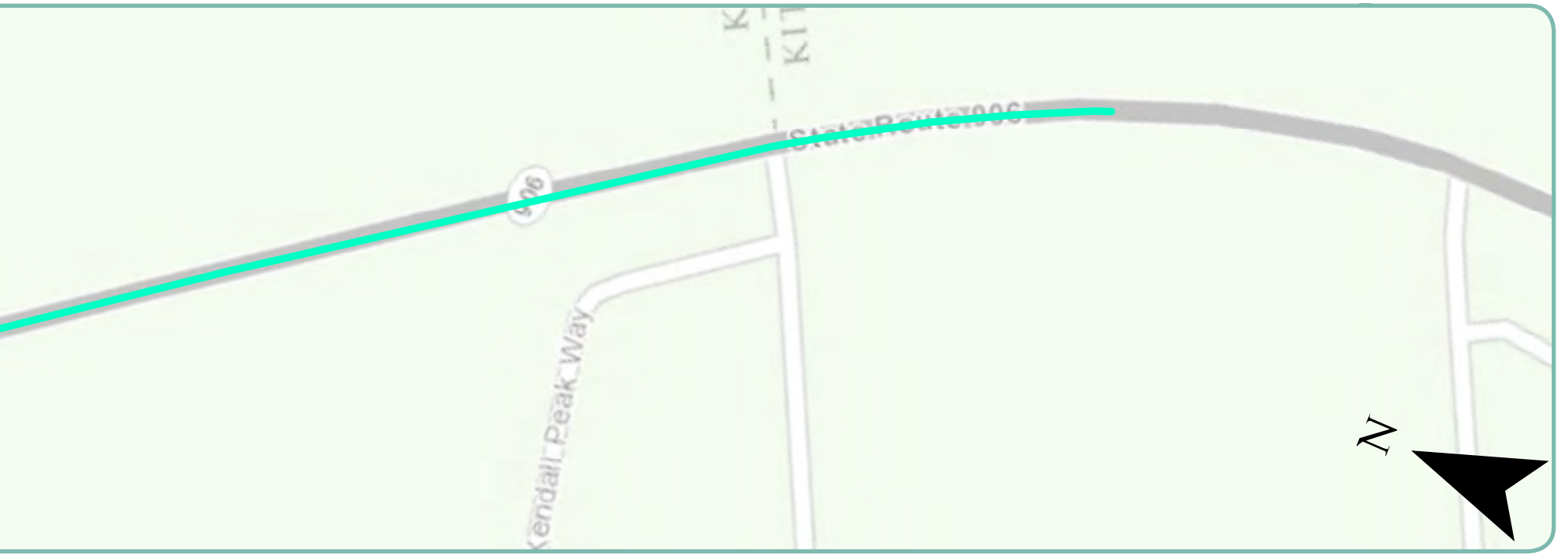
Established as state road by 1959, the road segment now known as State Route 906 begins at a junction with I-90 at the West Summit interchange of Snoqualmie Pass and curves to run southeast, roughly parallel to I-90. The route leaves the project area, entering Kittitas County, before quickly terminating at a junction with I-90 at the Hyak interchange.

CHARACTER-DEFINING FEATURES

» Scenic views of Snoqualmie Pass and Cascade Range

POINTS OF INTEREST

◊ The Mountaineers' Snoqualmie Lodge (WHR-listed district)
◊ Snoqualmie Pass
◊ The Summit at Snoqualmie



PLANNING AND CONSTRUCTION

The road over Snoqualmie Pass has been reworked numerous times, and the road now called SR 906 may have originally been a part of that highway system through the mountains. In 1865, construction began on a wagon road through the mountains to connect Seattle and Ellensburg.[1]

CHANGES

The road over Snoqualmie Pass has changed names many times over the years, with names including Sunset Highway, Primary State Highway (PSH)2, and SR (or Interstate) 90. Current SR 906 does not resemble the historic route through the mountains.

1959, Summit to Hyak improvements

1961, Summit to Hyak improvements

opposite page
Ca. 1950 post card showing the Summit Inn Ski Lodge at Snoqualmie Pass (SR 906). Source: Washington State Historical Society.

1 WSDOT, "I-90 – Snoqualmie Pass East – History," Washington State Department of Transportation, (accessed May 24, 2013) www.wsdot.wa.gov

4.1.58 STATE ROUTE 908

SR 908 is a short east-west route in King County, connecting Kirkland and Redmond. It is also known as Northeast 85th Street and Redmond Way. Currently, the western terminus is at the overpass with I-405. Prior to 1992, SR 908 continued west almost to Lake Washington and turned 90 degrees south to follow the shore until meeting SR 520. The section between I-405 and SR 520 is referred to as the former route. The section between Interstate 405 and Redmond is the present route.

CHARACTER-DEFINING FEATURES

Former route

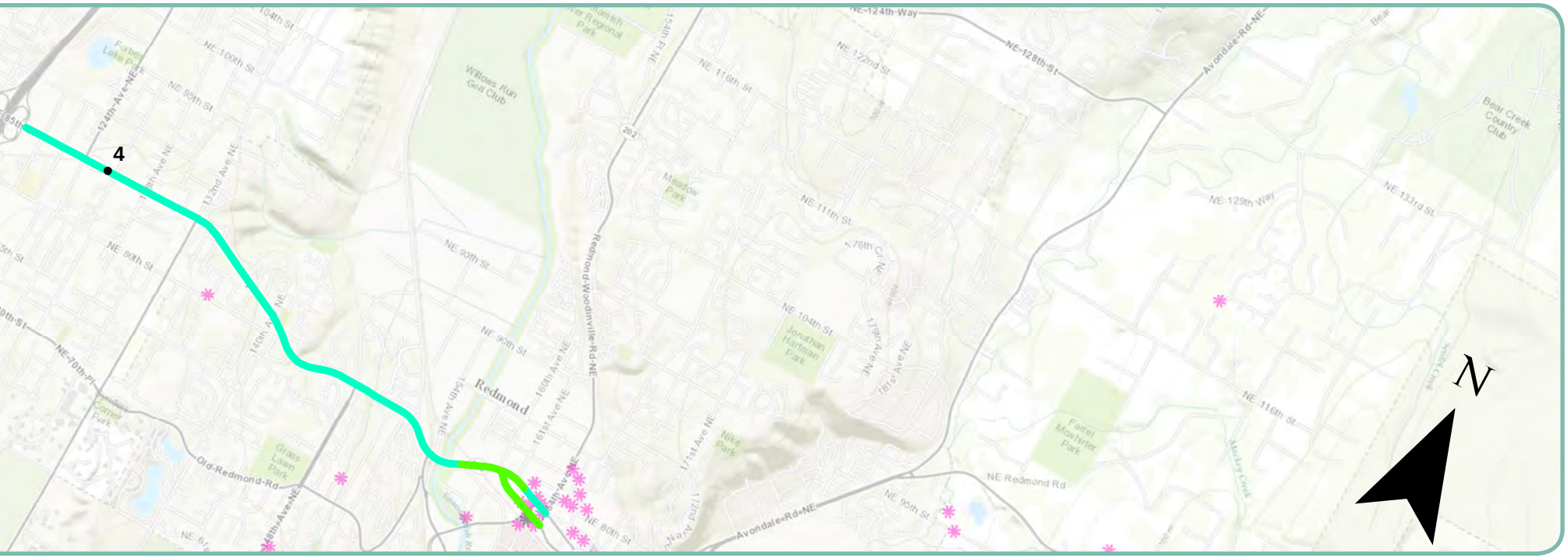
- Sidewalks
- > Residential and commercial mixed-use corridor, including both single- and multi-family housing types
- » Views of Lake Washington and marinas

Present route

- Four to five lanes
- Sidewalks in downtown Redmond (also added sporadically along the route, non-historic)
- Traffic signals/stoplights
- Scenic river crossing
- > Mid-century or earlier commercial buildings with modest setbacks
- > Parking lots between businesses and the road

POINTS OF INTEREST

- ◊ Kirkland
- ◊ Redmond
- ◊ Justice William White House (NRHP listed)
- ◊ Sammamish River
- ◊ Luke McRedmond Landing



PLANNING AND CONSTRUCTION

Most of the present route of State Road 908 is along the path of State Aid Road No. 4 (approved in 1907) between Redmond and Kirkland. This was also known as Steen-Collins Road. In 1925–1926, the road changed names and presumably received some upgrades. The road became the Kirkland-Redmond Short Line Div. Nos. 1 and 3.

CHANGES

SR 908 features mostly new development, with the exception of some integrity in the downtown core of Redmond where some commercial buildings are at least 50 years old. Between Kirkland and Redmond, there are a few extant mid-century commercial buildings in the vicinity of the bend at 132nd Avenue NE. The roadway is divided with a median at times and has been widened to at least four lanes. WSDOT transferred route jurisdiction for the section between SR 520 and I-405 to the City of Kirkland in 1992.

1925, Kirkland-Redmond Short Line Div. No. 1 approved

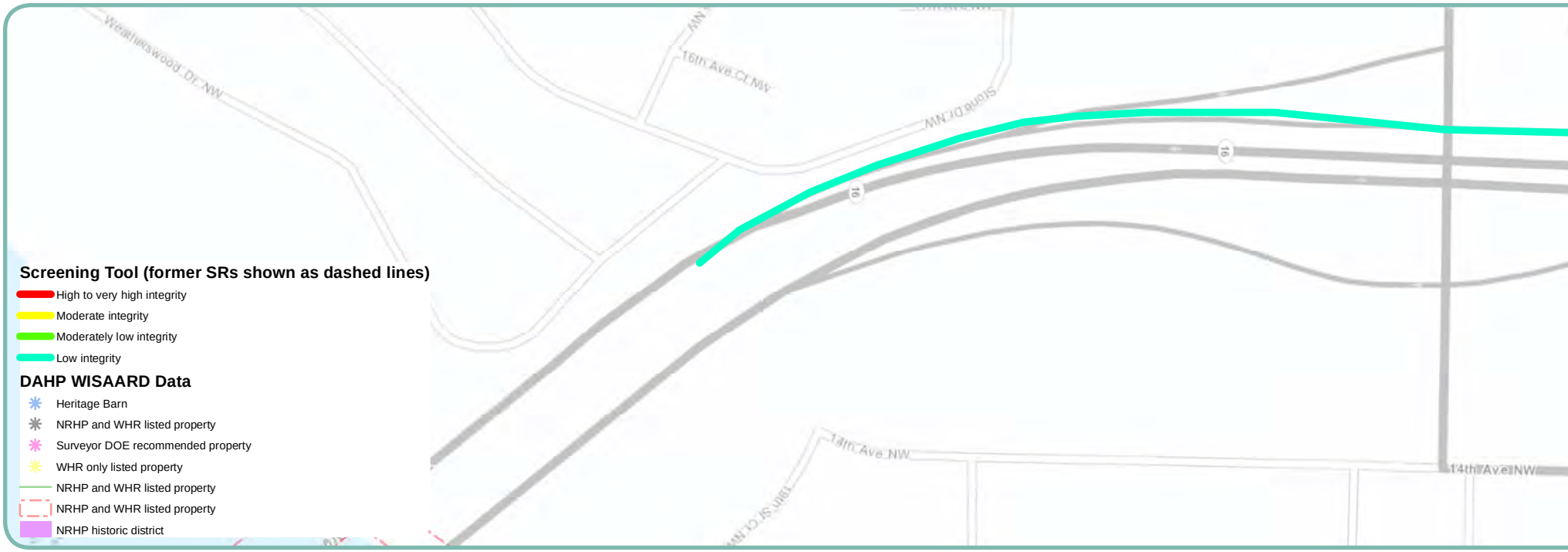
1926, Kirkland-Redmond Short Line Div. No. 3 approved

1948, Sammamish River Bridge approved

1962, Kirkland vicinity [work] approved

1968, 120th Street to Sammamish River approved

1992, route jurisdiction transfer between WSDOT and City of Kirkland for section between SR 520 and I-405 (no longer part of state road system)



4.1.59 ALT 16

ALT 16 is a short road section located in Kitsap County, serving as an on-ramp for SR 16. The road section is just north of SR 16's crossing of the Tacoma Narrows Bridge.

CHARACTER-DEFINING FEATURES

» Scenic view of Tacoma Narrows Bridge

POINTS OF INTEREST

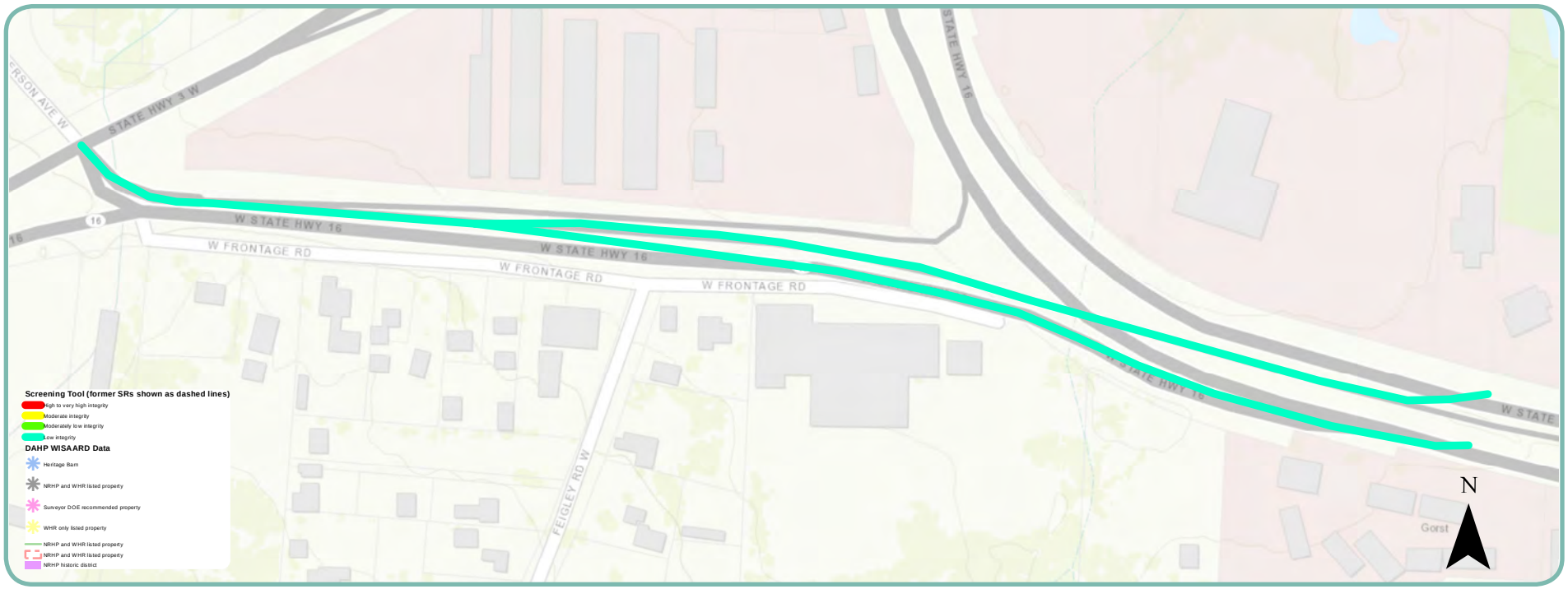
◊ Tacoma Narrows Bridge

PLANNING AND CONSTRUCTION

Archival records did not identify development history for ALT 16.

CHANGES

ALT 16 appears completely modern There is no further information on changes or maintenance history.



4.1.60 SPUR 16

Spur 16 is a short road section located in Kitsap County, between Gorst and SR 16. Spur 16 connects SR 16 and SR 3. West Frontage Road stretches parallel along the south side.

CHARACTER-DEFINING FEATURES

- Three-lane road
- No sidewalks or median
- Paved shoulders

> Historic residential development along the south side

POINTS OF INTEREST

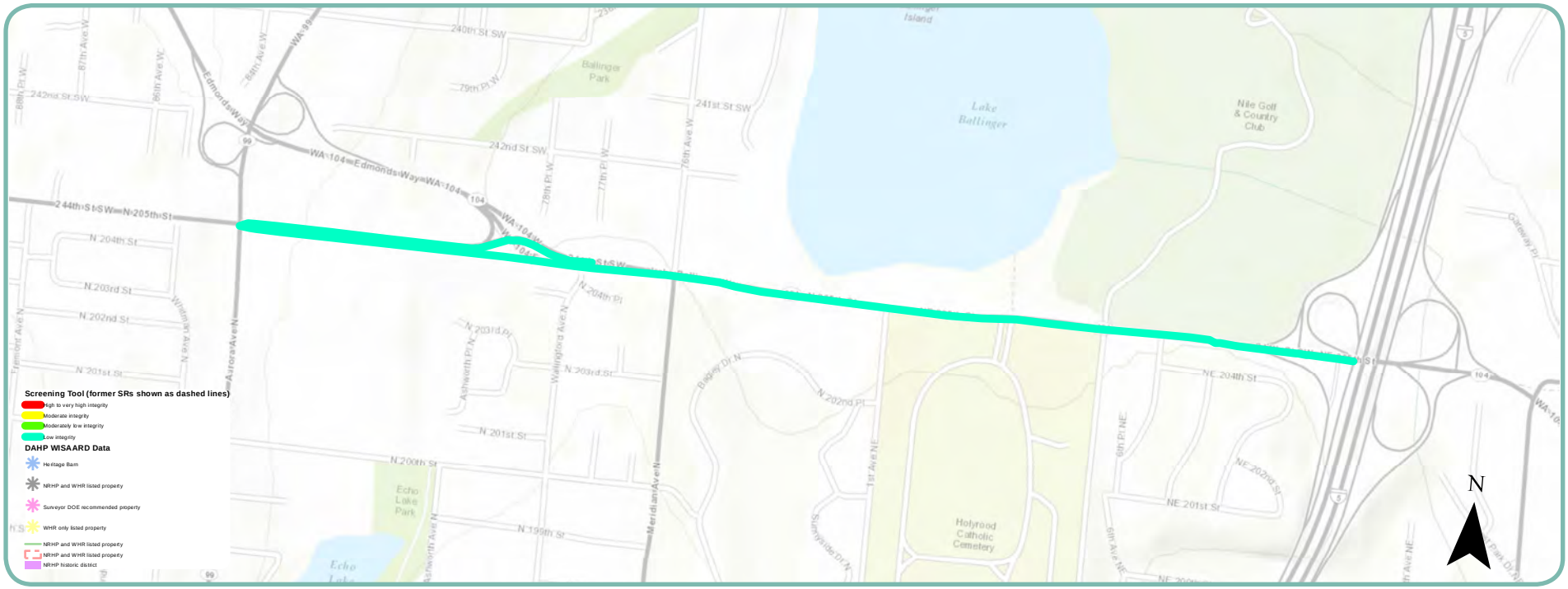
◊ Gorst

PLANNING AND CONSTRUCTION

Archival records did not identify development history for Spur 16.

CHANGES

Spur 16 retains low to slight integrity, with moderate alterations to the corridor as well as the roadway. There is no further information on changes or maintenance history.



4.1.61 SPUR 104

Spur 104 is a short state road segment in Richmond Highlands, north of Seattle. This east-west spur extends east a few blocks from SR 99 to the intersection with SR 104. This is also referred to as North 205th Street.

CHARACTER-DEFINING FEATURES

- Four lanes plus middle turn lane
- Sidewalks

POINTS OF INTEREST

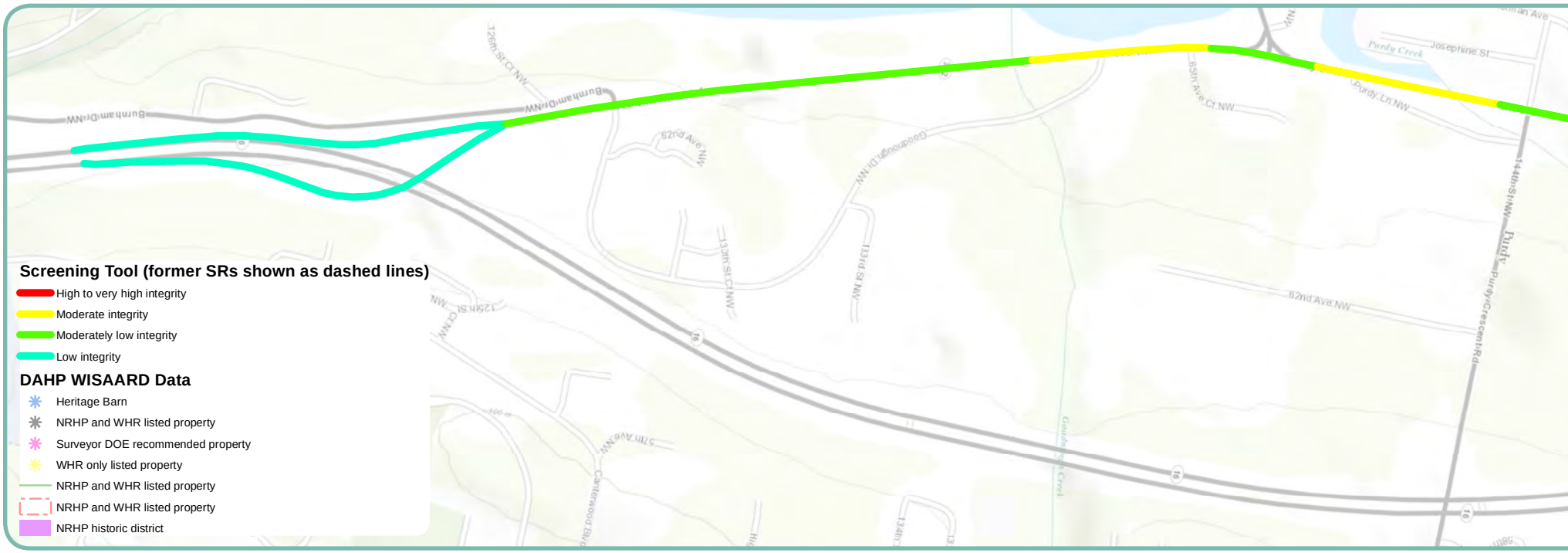
- N/A

PLANNING AND CONSTRUCTION

Archival records did not identify an establishment date for Spur 104. It presumably occupied the path of a former city street (North 205th Street) but the history of that is not available.

CHANGES

Spur 104 retains low to slight integrity. There is mostly recent commercial development and parking lots along the corridor.



4.1.62 SPUR 302

Established within the state road system in 1923 as part of SR 14, the road segment now known as Spur 302 begins at a junction with SR 302, just south of Purdy, and runs north to connect SR 302 in with SR 16.

CHARACTER-DEFINING FEATURES

- Two-lane road
- Scenic views of Henderson Bay

POINTS OF INTEREST

- Purdy Bridge
- Purdy
- Henderson Bay

PLANNING AND CONSTRUCTION

The road known as Spur 302 was originally a portion of SR 14 (later PSH 14 and SR 16). SR 14 was established within the state system of roads in 1923.[1] The road follows along the locally known Purdy Drive NW. Eventually the state constructed a new highway from the Tacoma Narrows on northward, realigning the route east of Purdy Drive NW.

CHANGES

General alterations to the route include widening, shoulders, and lane markers. Maps from the state Department of Transportation indicate the following work was approved on the road:[2]

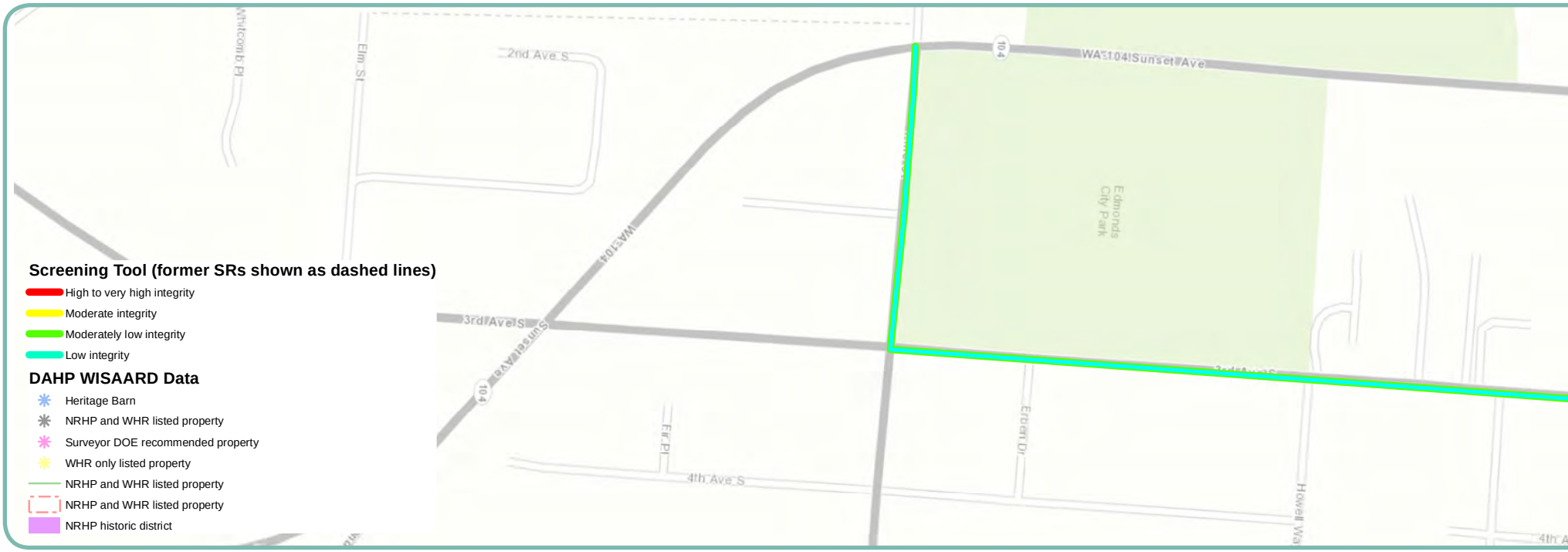
1951, PSH 14, Purdy to Point Fosdick, bituminous surface treatment, plant mix, surfacing and six inch cement treated base

1956, Purdy to Holman Road, grading and surfacing, asphalt concrete

1970, Purdy Truck Lane, grading, surfacing, pave with asphalt concrete, illumination systems, signage, and painted traffic arrows

1 *Session Laws*, 1923, Chapter 185, Section 13, pg. 631.

2 Washington State Department of Transportation, Engineering, Pierce County; 16_key_PLG70E9; and 302_key_PLGD152.



4.1.63 SPUR 524

Formerly a city road before its inclusion within the state road system, the road now known as Spur 524 is actually two road segments. The western section begins at a junction with SR 524 at Main Street in Edmonds and runs south (along Third Avenue North then Third Avenue South) to Pine Street before turning west to connect SR 524 to SR 104. The eastern section begins at a junction with SR 524 at 44th Avenue in Lynnwood and runs south before terminating at Interstate 5.

CHARACTER-DEFINING FEATURES:

- Two-lane road
- Roadway flanked by early to mid-20th century residences
- Sidewalks on either side of the road (Third Avenue)

POINTS OF INTEREST:

- Edmonds
- City Park, Edmonds
- Edmonds-Kingston Ferry

PLANNING AND CONSTRUCTION:

The western segment of Spur 524 was first established as Third Avenue in Edmonds. The northern extent of the road appears on a 1909 Sanborn map of Edmonds, while the rest appears on a 1926 map.[1] The primarily residential road was constructed perpendicular to the community's main street commercial corridor and appears to have originally been incorporated within the state system of highways as SSH 1W (now the eastern segment of SR 104). SSH 1W was established as a state highway in 1937[2] and was later renamed SR 104. In 1972 the state shifted the section of SR 104 near the Edmonds-Kingston ferry terminal to the west, off of Third Avenue. By 1979 the Third Avenue road segment was back within the state road system as Spur 524, serving as a connection point between westbound SR 524 and SR 104 to the Edmonds-Kingston ferry terminal.[3]

1 Sanborn Fire Insurance Maps, Edmonds, January 1909 (Sheets 1-4) and March 1926 (Sheet 1).
2 *Session Laws*, 1913, Chapter 207, Section 2 (v), pg. 998.
3 Washington State Department of Transportation, Engineering, Snohomish County.

The eastern Spur 524 segment runs concurrently with 44th Avenue W in Lynnwood. According to maps, it appears the road was included within the state road system by 1985.[4] It is a multiple-lane highway flanked by sidewalks and contemporary commercial development. Periodic concrete curb medians create turn lanes.

CHANGES:

While the corridor flanking the roadway of the western segment of Spur 524 is not composed entirely of historic resources, it retains much of its original residential character. New infill includes apartment buildings and small-scale commercial buildings. Although the road is still only two lanes, the Third Avenue section appears to have been widened to accommodate parallel parking on both sides. The Pine Street portion has not been widened and features gravel shoulders rather than concrete sidewalks. The eastern segment of Spur 524 through Lynnwood appears to be a more recently constructed road. Maps from the state Department of Transportation indicate areas of work approved on the road, including:[5]

1972, Edmonds: Third Avenue and AL Line Overcrossings, clearing, grubbing, grading, surfacing, pave with asphalt concrete, two pre-stressed concrete girder bridges

1972, Edmonds Ferry Terminal to Dayton Street, clearing grading, pave with asphalt concrete, two toll booth buildings

1979, Edmonds: Main Street to SR 104, pave with asphalt concrete, and adjust existing manholes, valve covers, catch basins, and monument case covers

1985, Lynnwood: 73rd Avenue W to SR 5, surfacing, pave with asphalt concrete pavement, cement concrete curb and gutter, and precast traffic curb and guardrail

4 Ibid.

5 Ibid.

4.1.64 SPUR 525

Spur 525 is a short north-south segment southeast of Mukilteo in Snohomish County. The spur starts from an intersection with SR 526 and travels south to an intersection with SR 525. Spur 525 is also known as Paine Field Boulevard.

CHARACTER-DEFINING FEATURES

- Multi-lane, divided
- Planted median
- Noise walls
- Grass berms
- Bike path

POINTS OF INTEREST

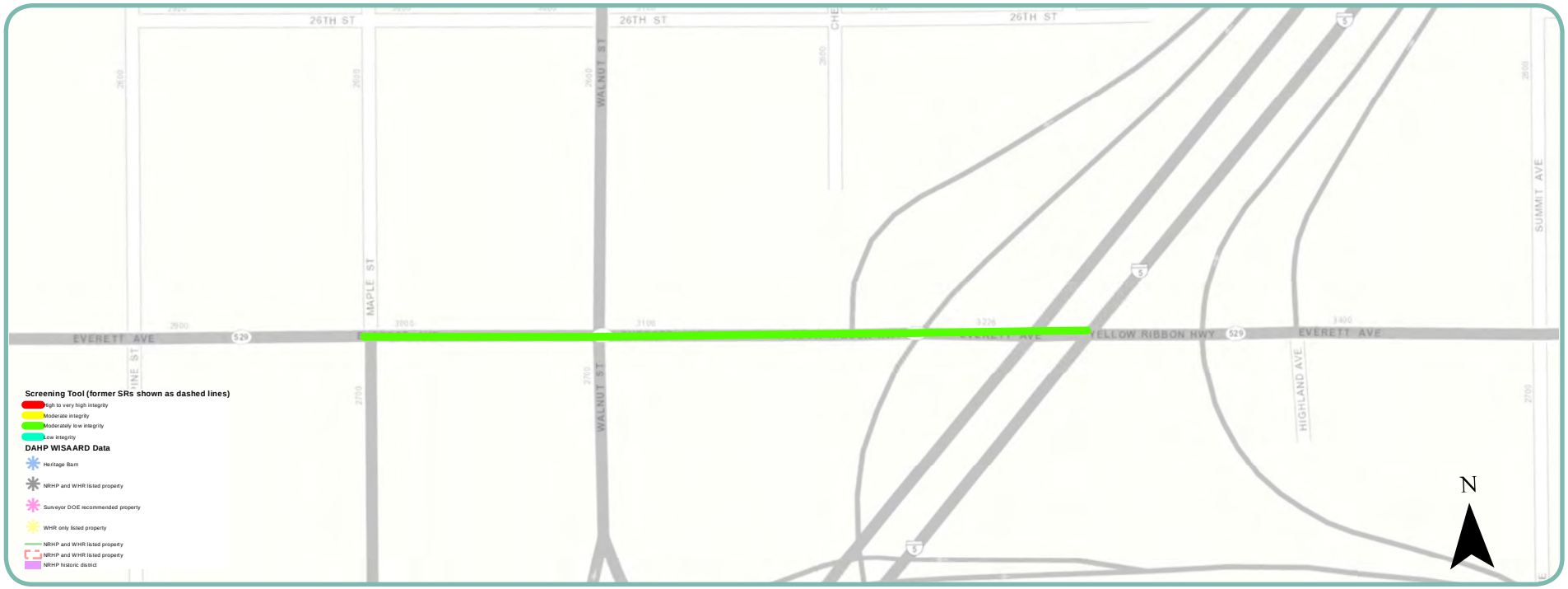
- Paine Field
- Future of Flight Aviation Center/Boeing Tour

PLANNING AND CONSTRUCTION

No records identified relative to the planning and construction of Spur 525.

CHANGES

Spur 525 retains low integrity and has been extensively altered, with regard to the corridor as well as the roadway. There is no further information on changes or maintenance history.



4.1.65 SPUR 529

Spur 529 is a short east-west segment, from I-5 west to SR 529, continuing as SR 529. This section is located in Everett, in Snohomish County. Spur 529 is approximately three city blocks in length, from Maple Street to State Street. Spur 529 is also known as Everett Avenue.

CHARACTER-DEFINING FEATURES

- Five-lane highway (four lanes plus middle turn lane)
- No median
- Sidewalks along both sides
- Mixed residential and commercial development

POINTS OF INTEREST

There are three NRHP listed properties in the vicinity:

- Swalwell Cottage
- Swalwell Block and Adjoining Commercial Buildings
- McCabe Building

PLANNING AND CONSTRUCTION

Everett Avenue became Spur 529 as part of the Road Jurisdiction Transfer legislation (signed into law in 1991). The State of Washington adopted the route in 1992.

CHANGES

Spur 529 retains slight integrity in the buildings along the corridor. The road has been widened. There is no further information on changes or maintenance history.

4.1.66 EBEY RESERVE

Established as historic, contributing roads to the 17,400 acre Ebey's Landing National Historical Reserve, the following county and city roads provide the main circulation network within the reserve and across SR 20.

CHARACTER-DEFINING FEATURES

- Two-lane, often without striping and narrow road widths
- Narrow to no shoulders
- Ditches

> Fences along roadway

POINTS OF INTEREST

- Sherman Farm
- Al Sherman Farm
- Striblings
- Hancock's
- Engle Farm
- Gould House/Smith Farm
- Dale Sherman property
- Ferry House
- Harmon/Pearson/Engle Farm
- View of Ebey's Prairie from the cemetery, and from Engle Road
- View upon entry to Coupeville (from Ebey's Prairie into Prairie Center and along Main Street) and
- Front Street in Coupeville
- View from Front Street and the Wharf, across Penn Cove
- View to Crockett Prairie and Camp Casey from Wanamaker Road
- View to Crockett Prairie and uplands from the top of Patmore Road
- View to Grasser's Lagoon from Highway 20
- Views to and across Penn Cove along Madrona Way
- View of Smith Prairie from Highway 20, entering the Reserve
- View from Highway 20 across Ebey's Prairie
- Engle Road to Uplands and west coast
- Views to Grasser's Hill from Madrona Way

PLANNING AND CONSTRUCTION

As some of the first features built by Euro-American settlers, many of these roads follow property lines and take advantage of topography. By 1870 seven of the contributing roads listed below had been established. Additional roads extended out from this network as development increased, and Fort Casey developed to the south; by 1899 all of the contributing roads listed below had been established.[1]

Fort Casey Road

Engle Road

Wanamaker Road

Keystone Road

Patmore Road

Parker Road

Front Street

Main Street

Ebey Road

Terry Road (includes Broadway north of Hwy. 20)

Sherman Road

Cemetery Road

Cook Road

Madrona Way

Libby Road

Zylstra Road

Perm Cove Road

Monroe's Landing Road

Scenic Heights Road

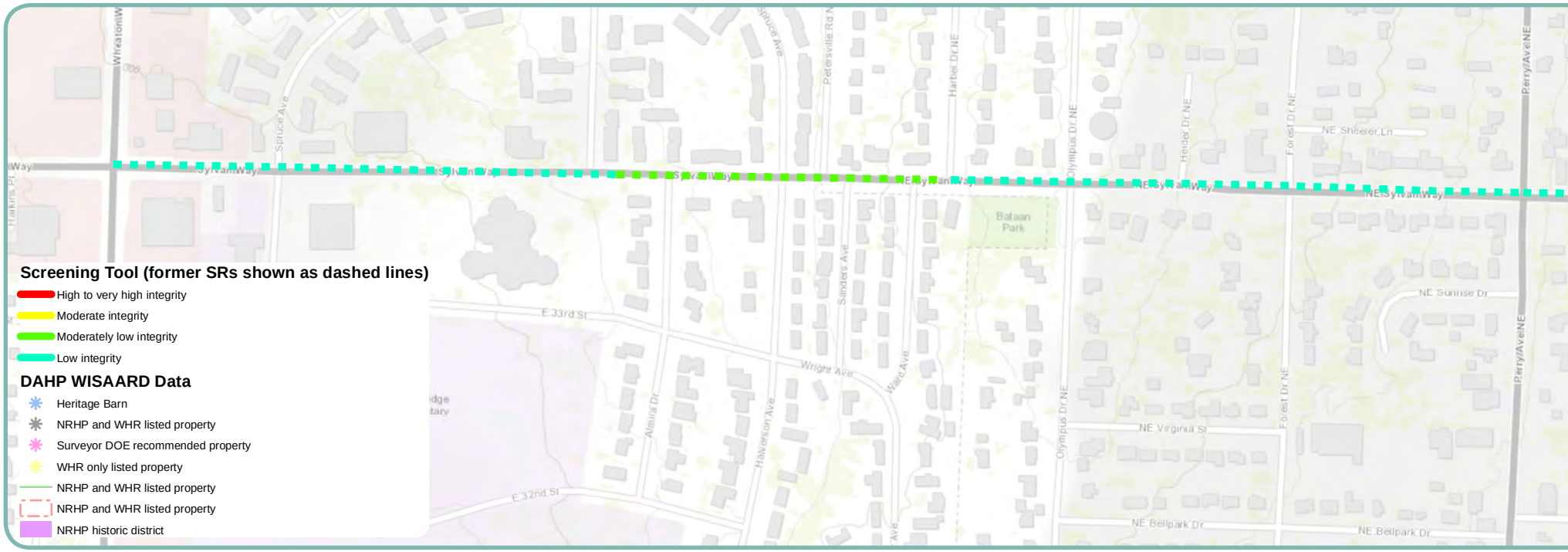
Van Dam Road

West Beach Road

CHANGES

Alterations to the roads have been gradual. Road maintenance includes slight widening of shoulders and laying a more established gravel shoulder for improved safety and function. Roads have been resurfaced with asphalt and striping is maintained on most of them.

1 Central Whidbey Island Historic District nomination, National Park Service.



4.1.67 FORMER SR 306

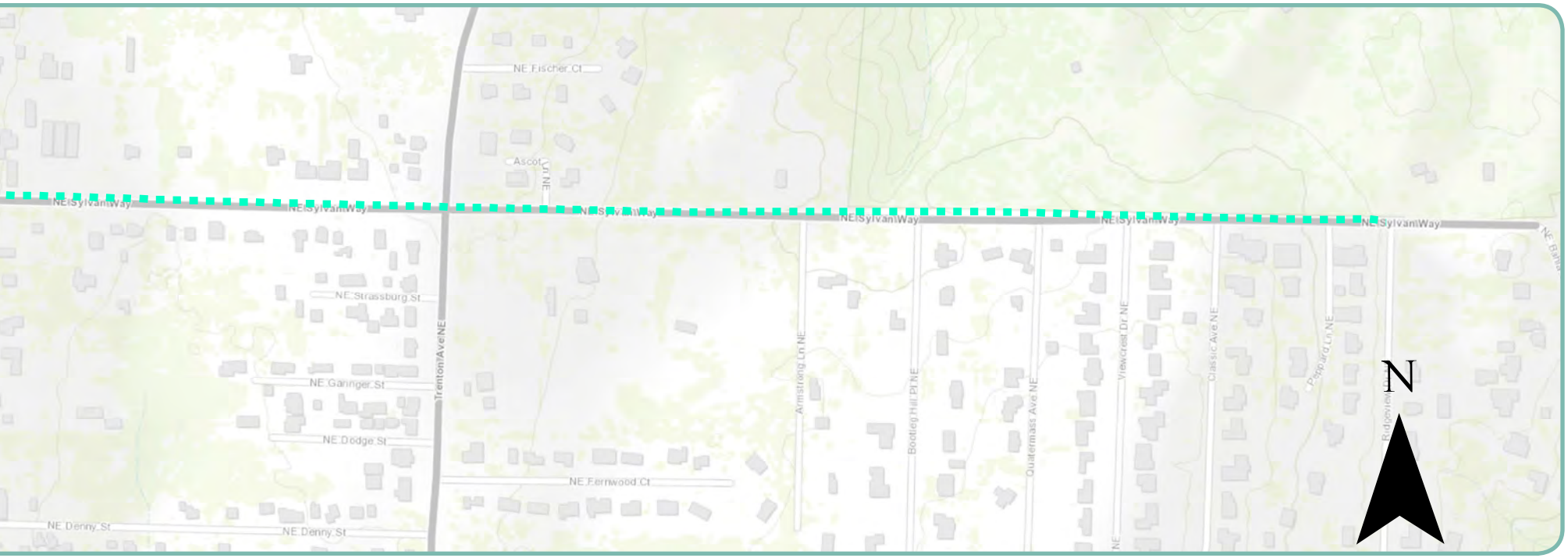
SR 306 was a short east-west route in Kitsap County near Bremerton. It intersected SR 303 at the west end and terminated at a junction with Ridgeview Drive NE at the east end. It was previously part of SSH 21B but removed from the state road system in 1992. It is currently known as Sylvan Way.

CHARACTER-DEFINING FEATURES

- Two-lane road through primarily residential neighborhood
- World War II-era multi-family housing stock as well as mid-century churches and single family houses
- Mountain views to the west

POINTS OF INTEREST

- Illahee State Park



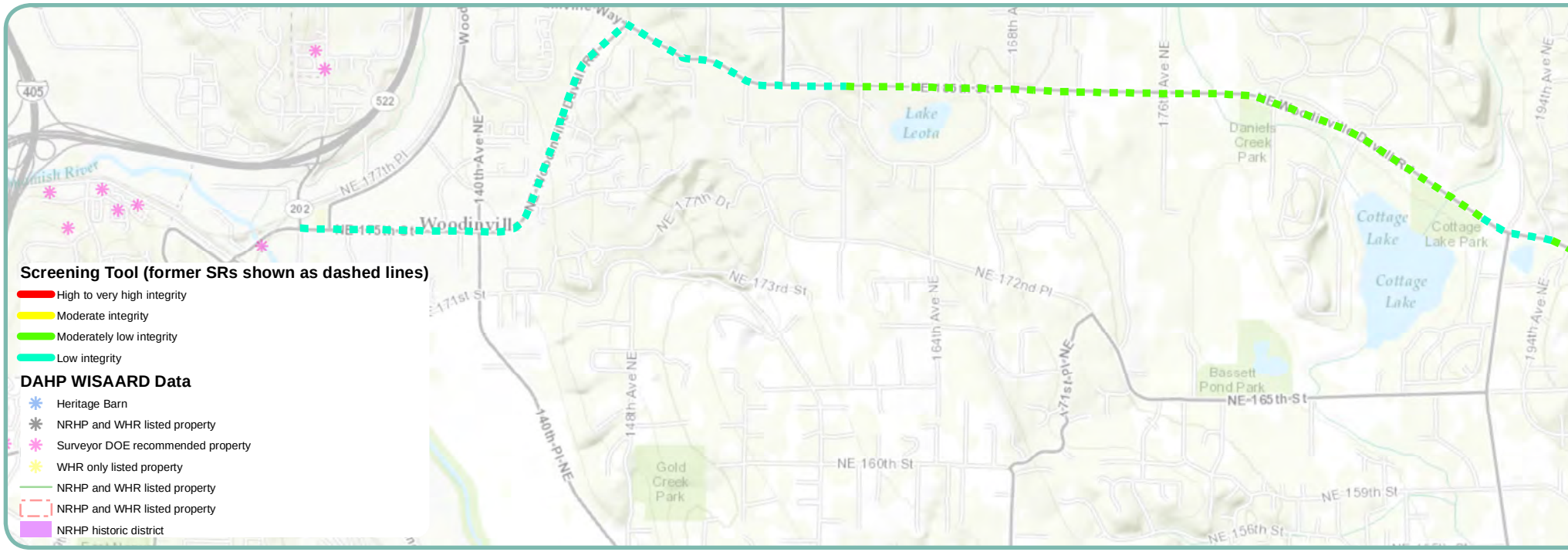
PLANNING AND CONSTRUCTION

A detailed key map from WSDOT labels this road as SR 306, and former names SSH 21B and "SH #40 State Park Rd., 1935." SSH 21B was established in 1937.

CHANGES

1980, paving shoulder reconstruction, striping and pavement markings

1992, removed from state route system



4.1.68 FORMER SR 901

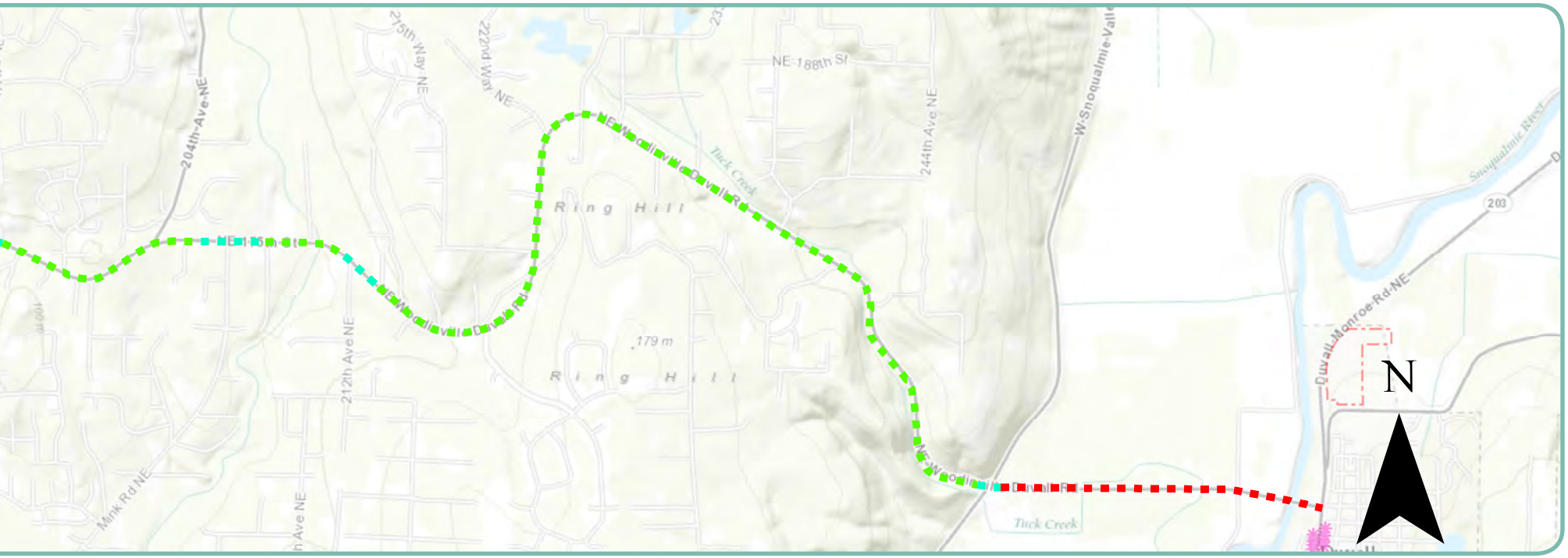
Decommissioned from the state network of roads, the former section of SR 901 concurrent with Woodinville-Duvall Road runs east from Woodinville to an intersection with SR 203 in Duvall.

CHARACTER-DEFINING FEATURES

- – Two-lane road
- – Narrow shoulders
- > Dispersed development along road corridor
- > Framed by trees and natural setting
- » Scenic views of valley and surrounding farmland

POINTS OF INTEREST

- ◊ Historic Barns
- ◊ Duvall
- ◊ Cottage Lake



PLANNING AND CONSTRUCTION

First established within the state network of roads as SSH 2C in 1937, the Woodinville-Duvall Road ran east from a junction with PSH 2 in Woodinville to a junction with Duvall at SSH 15B (SR 203).[1] The road was constructed in the 1930s, not only connecting the two communities, but also providing tourist access to Cottage Lake.[2] The road was eventually associated with SR 901,[3] which was formerly known as SSH 2D.[4] SR 901 ran along the west side of Lake Sammamish between Issaquah and Redmond; the route shifted to run along the lake's east side in 1991.[5] While all the associated SR 901 roads still exist today, none of them are currently a part of the state road system.

CHANGES

In addition to the jurisdictional change to the route, general alterations to the road include resurfacing and lane widening and additions.

1 *Session Laws*, 1937, Chapter 207, Section 3[c], 998.

2 King County Department of Construction and Facilities Management and Division of Capitol Planning and Development, "Cold Creek Natural Area: Site Management Plan," p. 15, (accessed May 23, 2013) http://your.kingcounty.gov/dnrp/library/2001/kcr933/0204-cold-creek-plan.pdf

3 According to WSDOT key maps for surrounding routes, including SR 202 (202_key_PLGB427) and 9 (9_a_key).

4 Established in 1937 according to the *Session Laws*, 1937, Chapter 207, Section 3[c], 999.

5 *Session Laws*, 1991, Chapter 342, Section 48, 1908.

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CHAPTER 5

findings

previous page left
1940 view of Super Drive-In Mart, on Bothell Highway (SR 522). Source: Washington State Historical Society.

right
"On the Road from Mt. Rainier National Park" post card. Source: Michael Sullivan.

left
Ca. 1939 view of construction of the Narrows Bridge (SR 16). Source: Washington State Archives.

Findings and recommendations based on GIS and field corridor and roadway analysis for each state road.

5.1 RESOURCES

Roads function as a system. This assessment places them in context with the larger system and development patterns. These findings compare road rankings, and integrity.

These findings address the following resource types within the study area:

All state roads actively managed by WSDOT

Former state roads managed by cities or counties

All county roads within Ebey's Landing National Historic Reserve identified as contributing to the historic district. No further eligibility rankings are stated for these county roads.

Property types per the Historic Roads organization (www.historicroads.org) aesthetic, cultural and engineered routes classification. Refer to chapter 2 for descriptions of each type. Types assigned below under rankings.

5.2 RANKINGS

Rankings are based upon integrity level. As a screening tool the rankings identify roads with an elevated potential for NRHP eligibility based on their intact character-defining features.

The GIS database breaks each road into multiple smaller segments according to integrity levels. This analysis brings those segments back together as road alignments to convey road level findings.

Thematic associations for NRHP eligibility consideration depend upon when the period of significance starts. A specific approach would start with the year established within the state highway system. A broader approach considers prior corridor road use and the role of state aid funds, followed by establishment as a state road. Development period associations, identified below, follow the broader approach.

High to very high integrity

The following addresses roads and major sections of roads exhibiting high to very high integrity.

These roads exhibit integrity of road, corridor and viewsheds. They provide a memorable heritage tourism experience for users.

left
Historic photograph of National Park Highway (SR 165), between Wilkeson and Carbon River Bridge. Source: Washington State Archives.

right
1938-1940 photograph of secondary highway between Fall City and Duvall (SR 203). Source: Washington State Archives.

Thematically, they are directly associated with some of the state's earliest development periods. The landscape through which they pass has a high value due to its vividness, unity, and intactness.

Roads or major sections thereof exhibiting high to very high integrity:

SR 165: A cultural route passing through farmland and mining towns as it winds up into the Cascade Mountains and Mount Rainier along the Carbon River. This route developed over time, connecting communities and mining activities. This road is strongly associated with the development of Pierce County. Late 1890s wagon road origins connect the road to the Early Statehood (1889–1910) thematic period, with ties to the following periods: Beginnings of Highway Construction (1911–1920), Intensive Early Highway Construction (1921–30), and Depression Years (1931–1940). State aid funded road development and establishment within the state highway system by 1931. Former segments just south of milepost 11 and at Carbonado should be included.

The majority of road remains intact. Historic properties tend to group at communities with few in between. The visual quality of the corridor is spectacular. Refer to the road summary for a listing of character-defining features.

SR 203: A cultural route passing through farmland and small communities along the Snoqualmie River at the foothills of the Cascade Mountains. This route developed over time, with origins as a county road. The road is strongly associated with the development of King County. This state road has ties to the Beginnings of Highway Construction (1911–1920) development period, with sections established as a Permanent Highway by 1915. Growth and development of the road during the Intensive Early Highway Construction (1921–1930) brought the road to its current connections. A former segment of SR 203 at the north end should be included. Refer to the road summary for a listing of character-defining features.

This road's ranking stems from a balance of integrity of road, corridor and viewshed. Each of the three contributes to the overall integrity and quality of driver experience along the road.

SR 530: This segment is a cultural route, running from the Skagit county line to SR 9. This includes sections of Former SR 530 from the Skagit County Line to I-5; it is also known as Pioneer Highway. This narrow road winds through farmland with active farms and towering barns built right up to the road. The former road makes use of the topography, hugging the base of a bluff along the edge of the fertile Stillaguamish River valley. This specific segment began as a county road

left
View along current SR 123, three miles above Ohanapecosh Hot Springs, within Mt. Rainier National Park, 1939. Source: Washington State Archives.

right
2013 view along SR 530, between Stanwood and Silvana. Source: Artifacts Consulting, Inc.

with ties to the Beginnings of Highway Construction (1911–1920), and Depression Years (1931–1940) when it was established as a state road. Analysis of the road's full integrity will need to include portions outside the study area.

The former SR 530 segment through the Stillaguamish Valley provides a remarkable experience for drivers. The road remains intact, with a high concentration of historic properties immediately adjacent the road and high viewshed integrity. Other portions of this segment exhibit slight alterations, and modest concentrations of historic properties while passing through a remarkably intact cultural landscape with high viewshed integrity. Refer to the road summary for a listing of character-defining features.

Moderate integrity

These roads reside on the cusp for integrity. They have substantial sections of moderate integrity, often including segments of high to very high integrity.

These roads exhibit diminished road, corridor, and viewshed integrity, but they provide a memorable heritage tourism experience

for users. Thematically, they are directly associated with some of the state's earliest development periods. There are often segments passing through landscape having a moderate to high value due to their vividness, unity, and intactness. Refer to the road summary for a listing of character-defining features for each.

Roads or major sections thereof exhibiting moderate integrity:

SR 530: from I-5 east to the Skagit county line.

SR 162: between Orting and South Prairie.

SR 706: from SR 7 to the Thurston County line.

SR 7: between milepost 17 and 40.

SR 410: from Enumclaw to Mount Rainier National Park.

SR 702: entire length SR 164: between milepost five and 13.

SR 169: between milepost one and 10.

SR 507: between SR 702 and SR 7

SR 307: entire length

Moderately low and low integrity

The following roads exhibit majority sections of moderately low integrity. Refer to the road summary for a listing of character-defining features.

SR 167: entire length

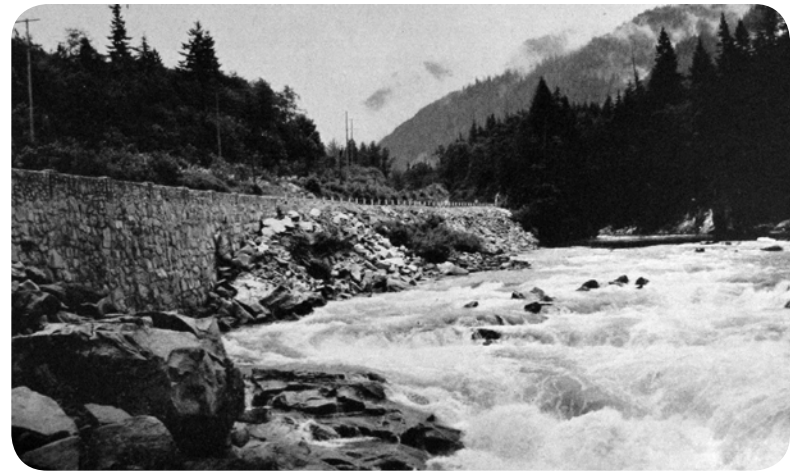
SR 512: entire length

SR 3: entire length

SR 104: entire length

SR 20: majority of length. This road presents an odd condition. The one intact road section exists as an artifact outside of the Reserve between milepost 17 and 27. Extensive realignment of the road has altered the majority of the road. SR 20 does not contribute to the historic character of the Reserve.

The remaining active state roads and spurs have low to moderately low integrity.



top
1938-1940 view of Eagle Falls, Snohomish County, from SR 20. Source: Washington State Archives.

bottom:
1929 view of rock bluffs above roadway at Chinook Pass. (SR 410). Source: Washington State Archives.

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CHAPTER 6

recommendations

previous page
Snoqualmie Summit. Source: Washington State Archives.

left
Ca. 1935 view of Snohomish River bridge (SR 2). Source: Washington State Archives.

The road, corridor and viewshed integrity data has application as a screening tool for NRHP eligibility and heritage tourism. Character-defining features provide the key link connecting roads to integrity levels, themes, development periods, and road types.

All recommendations regarding the National Register eligibility of roads or road segments discussed in this report are the recommendations of Artifacts, Inc. and the SRI Foundation. These recommendations do not reflect the opinion or imply any concurrence on the part of either the Washington State Department of Transportation or the Washington State Department of Archaeology and Historic Preservation.

Historically Significant Roads and Corridors

Most of the roads in the survey area have some level of story to them that describes their development and role within the state highway system. Most have diminished integrity due to alterations over time to keep pace with increased vehicular travel and safety requirements. The GIS data provides the specific details for these routes identifying the road, corridor, and viewshed integrity levels along each road. Character-defining features listed for each road in chapter 4 road summaries can be found along segments exhibiting integrity. The higher the integrity level, the greater the concentration of character-defining features.

The following roads identified under Findings exhibit both historic significance and a high level of integrity that would convey the story to road users. They have intact character-defining features, listed for each in the chapter 4 road summaries.

SR 165

SR 203

SR 530: segment running from the Skagit county line to SR 9 and includes former SR 530 portions

Roads recommended as eligible for NRHP listing:

SR 165 (including former SR 165 portions) individually, at the local level of significance under National Register criterion A for its association with the Early Statehood (1889-1910), the Beginnings of Highway Construction (1911-1920) and Intensive Early Highway Construction (1921-1930) in Washington State as a cultural and aesthetic road property type. The road retains integrity of alignment, design, materials, and workmanship, setting, feeling, and association. The two-lane road features narrow or no shoulders with ditches, is flanked by rock walls and drop-offs as it climbs into the mountains affording scenic views of forest lands, the Carbon River, and the Cascades. The road passes through Burnett, Wilkeson, and Carbonado, as well as over the NRHP listed Fairfax Bridge.

SR 203 (including former SR 203 portions) individually, at the local level of significance under National Register criterion A for its association with the Intensive Early Highway Construction (1921-1930), and Depression Years (1931-1940) in Washington State as a cultural road property type. The

left
Seattle to Spokane route. Source: Washington State Archives.

road retains integrity of alignment, design, materials, and workmanship, setting, feeling, and association. The road features two lanes with narrow shoulders, views of farmland, rivers, wetlands, Cascade foothills, and the Snoqualmie Valley, Barns and other agriculture-related buildings along the road corridor, as well as visible throughout view corridor. The road winds through active farm land and services the following cities: Monroe, Duvall, Novelty, Stuart, Stillwater, Carnation, and Fall City.

Road that may be potentially eligible for NRHP listing, but needing further study of road portions outside of the two RTPOs:

Segment of SR 530: this segment is a cultural route, running from the Skagit county line to SR 9 and includes both active and former SR 530 portions. This is a complex segment due to both county and WSDOT management interests, and portions outside of the two RTPO study area that need to be assessed for inclusion. This segment is potentially eligible for NRHP listing individually or as part of a broader agriculture based district or thematic nomination, at the local level of significance under National Register criteria A and C for its association with the Early Statehood (1889-1910), and the Beginnings of Highway Construction (1911-1920), Intensive Early Highway Construction (1921-1930); and Depression Years (1931-1940) in Washington State as a cultural road property type. The segment road retains integrity of alignment, design, materials, and workmanship, setting, feeling, and association. The two lane road features no shoulders, with barns in active agricultural use built up immediately adjacent the road, scenic views of active agricultural land, and Heritage Barns.

Heritage

The following recommendations build upon precedents established by King County's 2009 Historic and Scenic Corridors Project. Based upon integrity levels, history, and field work experience the following heritage tour corridors are recommended for the two RTPOs. The goal is to enhance existing communities along the roads and to encourage visitation and enjoyment of the scenic and historic qualities these roads afford. It should be noted that several of the tours recommended for heritage tourism purposes do not utilize roads recommended as NRHP-eligible. Although these roads do not rise to that high level, they and the communities along them still retain a remarkably high level of integrity, which makes them excellent storytelling devices.

Tour 1 along SR 162 from Sumner to South Prairie, then south along SR 165 to Carbonado and on to the NRHP listed Fairfax Bridge.

Tour 2 along SR 530 and former SR 530, from just north of Stanwood east to just past Darrington.

Tour 3 along SR 104 from Kingston to Port Gamble NHL district, then south down SR 3 and former SR 3 to Pearson before heading east on SR 308 to Keyport.

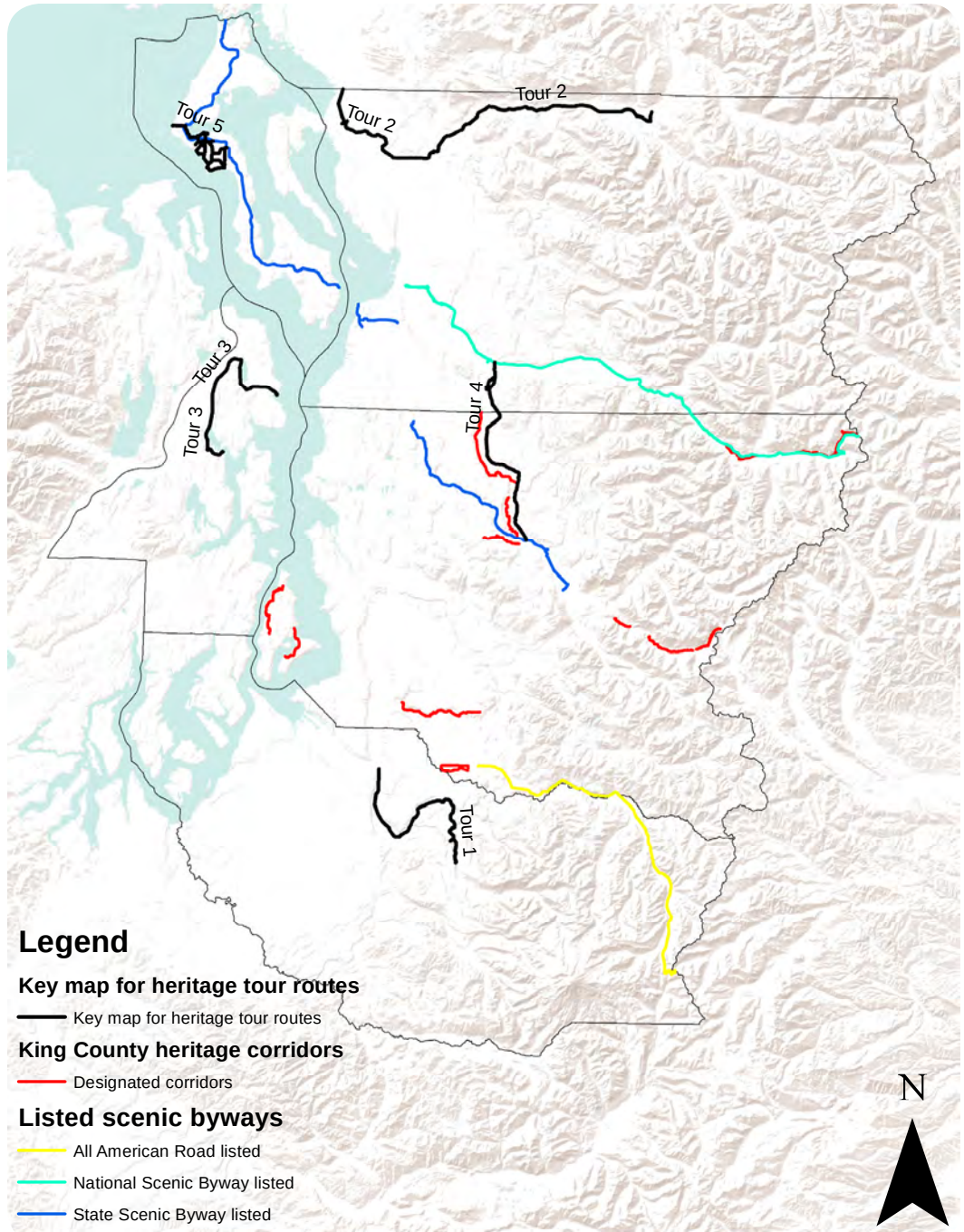

Figure 6.1: Heritage Tourism Routes, Corridors, and Scenic Byways
Key map indicating locations for heritage routes, King County heritage corridors, and Scenic Byways.

Tour 4 along SR 203 and former SR 203, south from Monroe to Fall City.

Tour 5 encompasses the contributing county roads within Ebey's Landing National Historical Reserve.

Management Considerations

The above National Register eligibility and heritage tourism recommendations serve as the foundation for a series of management options and recommendations for maintaining and promoting the historic character of these roads, corridors, and associated viewsheds. These management options and recommendations are provided in two separate reports for each of the RTPOs. These reports are "Historic Roads Historic Contexts: Options for Managing Significant Historic Roads in Island County, Washington, and "Historic Roads Historic Contexts: Options for Managing Significant Roads in Snohomish, Pierce, King, and Kitsap Counties, Washington. The management options and recommendations provided in these two documents were developed in close consultation with DAHP, Washington State DOT, the RTPOs, local governments, and other parties. These options include such approaches as establishment of design standards, creation and distribution of public education and informational materials, promotion of heritage tourism programs along the roads, development of agreement

documents for compliance with federal, state, or local preservation requirements, etc.

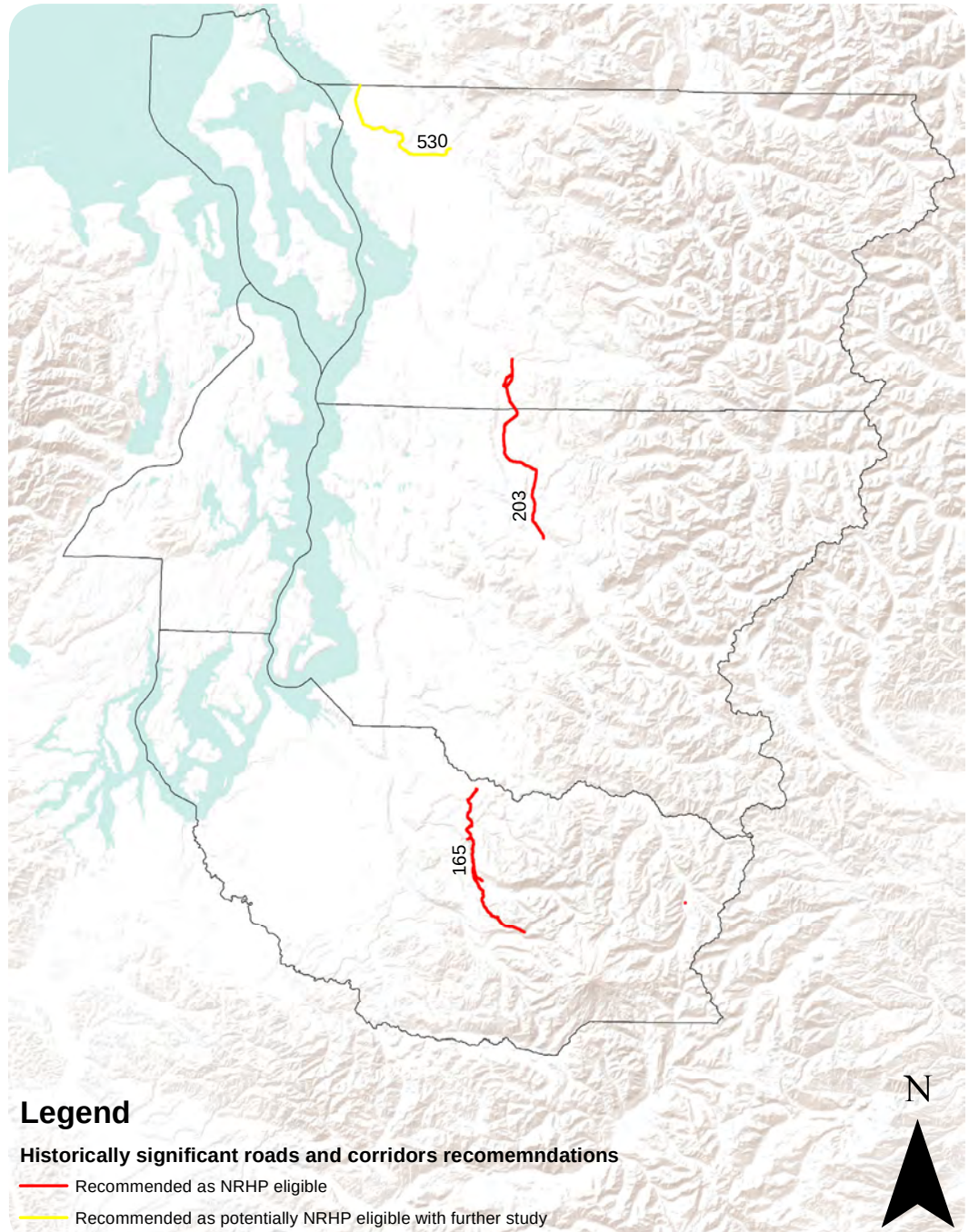

Figure 6.2: Recommendations
Historically significant roads and corridors recommendations

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CHAPTER 7

bibliography

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1942 Vehicle Safety Inspection sticker design, from Washington Dept. of Highways. Source: Washington State Archives.

right
State Route 410 junction. Source: Washington State Archives.

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Post card view Washington scenery, from a photo by Asahel Curtis. Source: Michael Sullivan.

center
1935-1940 view of gravel single-lane road along the coast. Source: Washington State Archives.

right
Deception Pass Bridge post card. Source: Michael Sullivan.

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APPENDICES

Figure 8.1: Active State Routes

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
2	Stevens Pass Greenway, Cascade Loop	Aesthetic, Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction	1911-1920; 1921-1930
3		Engineered, Cultural	Intensive Early Highway Construction; Depression Years; Beginnings of Interstate Systems; Interstate Highway System Construction	1921-1930; 1931-1940; 1951-1960; 1961-1970
7		Cultural	Territorial Period; Early Statehood; Beginnings of Highway Construction	1848-1888; 1889-1910; 1911-1920
9		Cultural	Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1889-1910; 1911-1920; 1921-1930; 1931-1940; 1941-1950
16		Engineered	Beginnings of Interstate Systems; Interstate Highway System Construction	1951-1960; 1961-1970
18		Engineered	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
20	Whidbey Scenic Isle Way	Cultural	Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1921-1930; 1931-1940; 1941-1950
92		Engineered, Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years	1911-1920; 1921-1930; 1931-1940
96		Cultural		

previous page left
Undivided highway. Source: Washington State Archives.

top right
Ca. 1930 view of main highway near Gold Bar, WA (SR 2). Source: Washington State Archives.

bottom right
1950 view of Silver Lake Roadside Park, off of SR 527. Source: Washington State Archives.

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
99		Cultural	Territorial Period; Early Statehood; Beginnings of Highway Construction	1848-1888; 1889-1910; 1911-1920
104		Cultural, Engineered	Beginnings of Highway Construction; Intensive Early Highway Construction	1911-1920; 1921-1930
123		Aesthetic	Intensive Early Highway Construction, Depression Years	1921-1930; 1931-1940
160		Engineered, Cultural		1981-1990
161		Engineered, Cultural	War Years and Post War Planning; Beginnings of Interstate System	1941-1950; 1951-1960
162		Cultural	Early Statehood; Beginnings of Highway Construction	1889-1910; 1911-1920
163		Cultural		1991-2000
164		Aesthetic, Cultural	Early Statehood; Beginnings of Highway Construction	1889-1910; 1911-1920
165		Aesthetic, Cultural	Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction	1889-1910; 1911-1920; 1921-1930
166		Cultural	Intensive Early Highway Construction; Depression Years	1921-1930; 1931-1940
167		Cultural, Engineered	Depression Years; War Years and Post War Planning; Beginnings of Interstate Systems; Interstate Highway System Construction	1931-1940; 1941-1950; 1951-1960; 1961-1970

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
169		Cultural	Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction	1889-1910; 1911-1920; 1921-1930
181		Engineered, Cultural	Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction	1889-1910; 1911-1920; 1921-1930
202	Cascade Valleys	Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years	1911-1920; 1921-1930; 1931-1940
203		Cultural	Intensive Early Highway Construction; Depression Years	1921-1930; 1931-1940
204		Engineered	Beginnings of Interstate System	1951-1960
302		Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction	1911-1920; 1921-1930
303		Engineered, Cultural	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
304		Engineered	Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1921-1930; 1931-1940; 1941-1950
305		Engineered, Cultural	Depression Years; War Years and Post War Planning; Beginnings of Interstate Systems	1931-1940; 1941-1950; 1951-1960
307		Engineered		1991-2000

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
308		Cultural, Engineered	Intensive Early Highway Construction	1921-1930
310		Engineered, Cultural	Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1921-1930; 1931-1940; 1941-1950
410		Aesthetic, Cultural	Territorial Period, Early Statehood; Beginnings of Highway Construction	1848-1888; 1889-1910; 1911-1920
507		Cultural	Territorial Period; Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years	1848-1888; 1889-1910; 1911-1920; 1921-1930; 1931-1940
509		Engineered, Cultural	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
512		Engineered	Beginnings of Interstate System; Interstate Highway System Construction	1951-1960; 1961-1970
513		Engineered, Cultural	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
515		Engineered, Cultural	Intensive Early Highway Construction; Depression Years	1921-1930; 1931-1940
516		Engineered, Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years	1911-1920; 1921-1930; 1931-1940
518		Engineered	Beginnings of Interstate Systems; Interstate Highway System Construction	1951-1960; 1961-1970

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
519		Cultural	Intensive Early Highway Construction	1921-1930; 1991-2000
520		Engineered	Interstate Highway System Construction; Consolidation	1961-1970; 1971-1980
522		Engineered, Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years; War Years and Post War Planning; Interstate Highway System Construction	1911-1920; 1921-1930; 1931-1940; 1941-1950; 1961-1970
523		Engineered		1991-2000
524		Engineered, Cultural	Interstate Highway System Construction	1961-1970
525	Whidbey Scenic Isle Way	Cultural	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
526		Engineered	Interstate Highway System Construction	1961-1970
527		Cultural	Depression Years	1931-1940
528		Engineered	Interstate Highway System Construction; Consolidation	1961-1970; 1971-1980
529		Engineered, Cultural	Intensive Early Highway Construction; Interstate Highway System Construction	1921-1930; 1961-1970
530		Cultural	Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years	1889-1910; 1911-1920; 1921-1930; 1931-1940
531		Cultural	Depression Years	1931-1940; 1991-2000

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
532		Engineered, Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1911-1920; 1921-1930; 1931-1940; 1941-1950
599		Engineered	Beginnings of Interstate Systems; Interstate Highway System Construction	1951-1960; 1961-1970
702		Cultural	Territorial Period; Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years	1848-1888; 1889-1910; 1911-1920; 1921-1930; 1931-1940
706		Aesthetic	Early Statehood; Beginnings of Highway Construction	1889-1910; 1911-1920
900		Cultural	Early Statehood	1889-1910
906		Cultural	Beginnings of Interstate Systems	1951-1960
908		Cultural	Intensive Early Highway Construction	1921-1930
ALT 16		Engineered	Consolidation	1971-1980
SPUR 104		Engineered		
SPUR 16		Engineered		
SPUR 302		Engineered	Consolidation	1971-1980
SPUR 524		Engineered, Cultural	Intensive Early Highway Construction; Depression Years	1921-1930; 1931-1940
SPUR 525		Engineered		
SPUR 529		Engineered		

Figure 8.2: Former State Routes

STATE ROUTE	SCENIC BYWAY	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
Associated 410		Cultural	Intensive Early Highway Construction	1921-1930
Associated 532		Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction	1911-1920; 1921-1930
Former 16		Cultural	Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1921-1930; 1931-1940; 1941-1950
Former 160		Cultural	Intensive Early Highway Construction	1921-1930
Former 161		Cultural	War Years and Post War Planning	1941-1950
Former 162		Cultural	Territorial Period; Early Statehood; Beginnings of Highway Construction	1848-1888; 1889-1910; 1911-1920
Former 164		Cultural	Beginnings of Highway Construction	1911-1920
Former 165		Cultural	Intensive Early Highway Construction; Depression Years	1921-1930; 1931-1940
Former 167		Cultural	Early Statehood; Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years	1889-1910; 1911-1920; 1921-1930; 1931-1940
Former 18		Cultural	Beginnings of Highway Construction, Intensive Early Highway Construction; Depression Years	1911-1920; 1921-1930; 1931-1940

STATE ROUTE	SCENIC BYWAY	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
Former 181		Cultural	Beginnings of Highway Construction, Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1911-1920; 1921-1930; 1931-1940; 1941-1950
Former 2		Cultural	Beginnings of Highway Construction	1911-1920
Former 20		Cultural	Intensive Early Highway Construction; Depression Years	1921-1930; 1931-1940
Former 202		Cultural	Intensive Early Highway Construction	1921-1930
Former 203		Cultural	Beginnings of Highway Construction	1911-1920
Former 204		Cultural	Beginnings of Highway Construction	1911-1920
Former 3		Cultural	Beginnings of Highway Construction, Intensive Early Highway Construction; Depression Years	1911-1920; 1921-1930; 1931-1940
Former 302		Cultural	Intensive Early Highway Construction	1921-1930
Former 303		Cultural	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
Former 304		Engineered, Cultural	Beginnings of Highway Construction	1911-1920
Former 306		Engineered, Cultural	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
Former 509		Engineered, Cultural	Depression Years; War Year and Post War Planning	1931-1940; 1941-1950

STATE ROUTE	SCENIC BYWAY	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
Former 512		Cultural	Beginnings of Highway Construction	1911-1920
Former 513		Engineered, Cultural	Depression Years; War Years and War Planning	1931-1940; 1941-1950
Former 514		Cultural		
Former 515		Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction	1911-1920; 1921-1930
Former 518		Engineered, Cultural	Beginnigs of Highway Construction; Intensive Early Highway Construction	1911-1920; 1921-1930
Former 522		Engineered, Cultural	Intensive Early Highway Construction; War Years and Post War Planning	1921-1930; 1941-1950
Former 529		Engineered, Cultural	Intensive Early Highway Construction	1921-1930
Former 530		Engineered, Cultural	Depression Years	1931-1940
Former 532		Engineered, Cultural	Depression Years; War Years and Post War Planning	1931-1940; 1941-1950
Former 7		Engineered, Cultural	Intensive Early Highway Construction; DepressionYears; War Years and Post War Planning	1921-1930; 1931-1940; 1941-1950
Former 9		Engineered, Cultural	Beginnings of Highway Construction; Intensive Early Highway Construction; Depression Years; War Years and Post War Planning	1911-1920; 1921-1930; 1931-1940; 1941-1950

STATE ROUTE	SCENIC BYWAY	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
Former 900		Engineered, Cultural	Early Statehood; Beginnings of Highway Construction; Intensive	1889-1910; 1911-1920; 1921-1930
Former 901		Cultural	Intensive Early Highway Construction; Depression Years	1921-1930; 1931-1940
Former 908		Engineered, Cultural	Intensive Early Highway Construction; Interstate Highway	1921-1930; 1961-1970
Former 99		Cultural	Beginnings of Highway Construction	1911-1920

Figure 8.3: Ebey's Landing

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
9th Avenue		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Arnold Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Broadway		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Cemetery Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Cook Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Ebey Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Engle Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Former Cook Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Fort Casey Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Front St		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Gould		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Hill Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Keystone Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Leach		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Libbey Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910

STATE ROUTE	SCENIC BYWAY NAME	ROAD TYPE	ASSOCIATED THEMES	ASSOCIATED DEVELOPMENT PERIODS
Madrona Wy		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Main St		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Monroes Landing Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Parker Road		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Patmore Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Penn Cove Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Power Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Scenic Heights Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Sherman Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Terry Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Van Dam Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Wanamaker Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
West Beach Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910
Zylstra Rd		Cultural	Territorial Period; Early Statehood	1848-1888; 1889-1910