

Points of Interest

State Routes 162 & 165

State Routes 162 & 165

Scenic Tour | 25 miles | 1.5 hours

Roadway

Users travel along the roadway as it winds through the landscape. Watch for the following historic features conveying the road's original design:

- Two-lane road with ditches along both SR 162 and 165.
- Narrow shoulders along most of SR 162 and 165, including near McMillin Bridge and south of Orting, and from Buckley to Carbonado.
- R1** Extremely narrow (if any) shoulders along SR 165, from Carbonado and southward.
- SR 165 bordered by rock walls and cliff drop-offs as it climbs up into the mountains.

Corridor

Buildings, landscape, and land uses define the road corridor. Watch for these scenic and historic features of the corridor's original character:

- C1** Alderton and Alderton School.
- C2** Spooner and Red Barn Tree farms.
- C3** McMillin, including the McMillin Bridge, school, and store.
- C4** Orting, including the Odd Fellows/Orting Eagles Hall, and nearby Harman Barn, Woolrey-Koehler Hop Kiln, and Puyallup Fish Hatchery.
- C5** South Prairie, including the William Bisson House, and Burnett.
- C6** Wilkeson, including the Holy Trinity Orthodox Church, Martha Washington Hotel, Wilkeson School, and Town Hall.
- C7** Carbonado, a historic coal town.

View Shed

Views of the surroundings comprise the view shed. Watch for these features of the scenic vistas along this historic route:

- Farms and related buildings directly along SR 162.
- Historic single-family residences, present sporadically in rural sections and dense concentrations within communities like Sumner and Orting.
- Scenic river crossings, including the Fairfax Bridge crossing, and views of forest lands, the Carbon River, and the Cascades.
- Gravel pull-outs to facilitate passing and scenic overlooks.
- Railroad tracks parallel the roadway almost the entire route with steel railroad bridges adjacent to the road. Some sections of railroad have been converted to use as a recreational trail, the Foothills Trail.



State Roads (SR) 162 and 165 follow the Puyallup and Carbon river valleys up into the foothills below Mount Rainier. Views from the two-lane roads include farmland, scenic river crossings, forest lands, and Mount Rainier. Pull outs afford scenic views.

History

SR 162 is a compilation of old roads including Permanent Highway (PH) 5B, PH 5D, PH 5E, PH 5F, and PH 19. By at least 1937, these became part of Secondary State Highway 5E, then SR 162 in 1964.

The portion of SR 165 connecting Carbonado and Wilkeson appears on maps as early as 1897 but was not identified within the SR system until 1931 when designated as a branch of SR No. 5 (National Park 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.

Alterations

SR 162 maintains its historic path, dating back to the Permanent Highway system and possibly earlier. 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.

SR 165 remains a two-lane road, with narrow shoulders (when shoulders are present). General alterations to the route include paving, fog lines, striping, and contemporary guardrails.

Credits

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- DAHP, Transportation Preservation
- PSRC, Puget Sound Regional Council





1

Along SR 165 just 0.4 miles north of the Mount Rainier Park boundary, 1946.

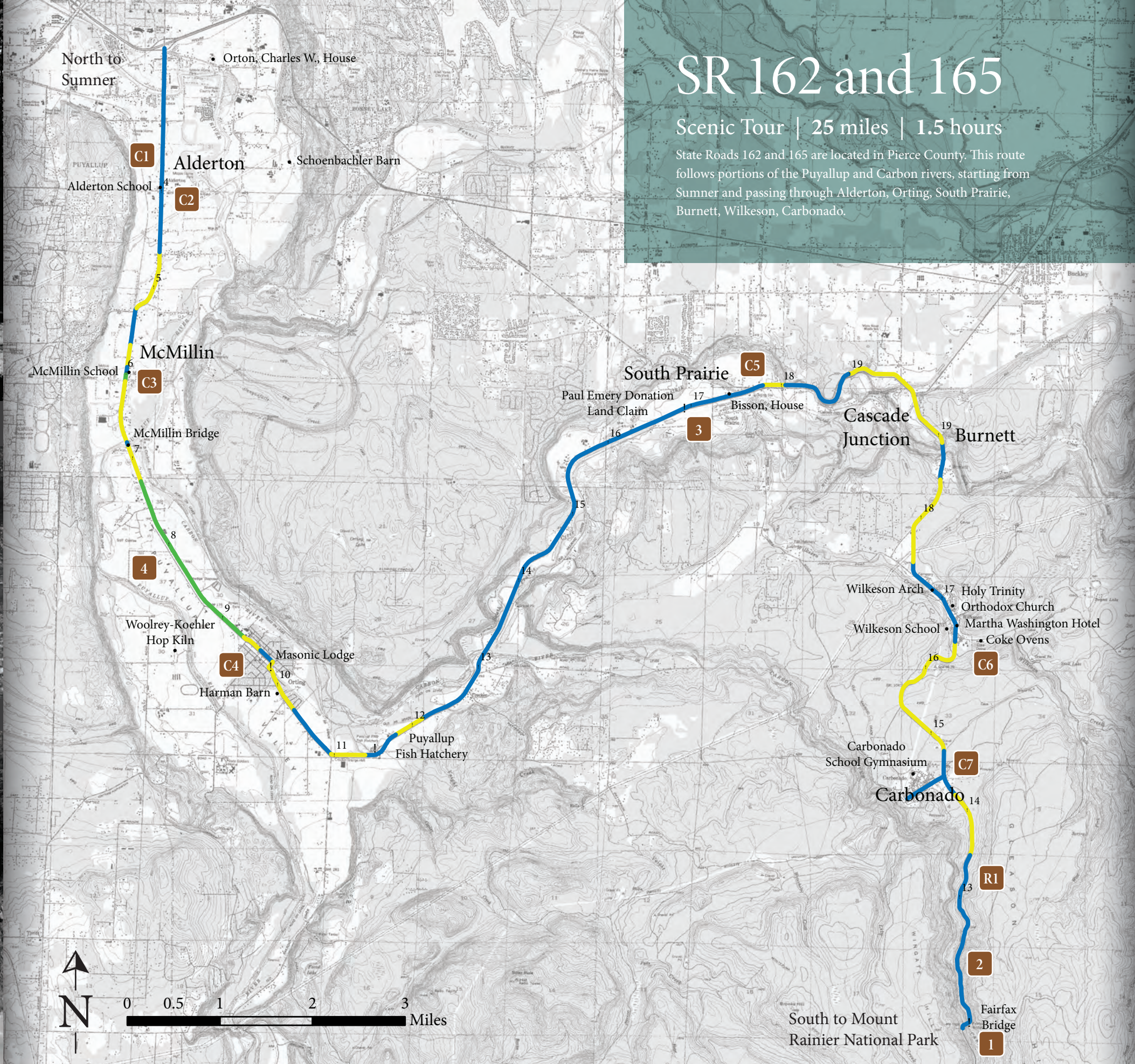


Ah, the joys of the outdoors!



2

Along SR 165 just south of milepost 13, looking north, 1946.



SR 162 and 165

Scenic Tour | 25 miles | 1.5 hours

State Roads 162 and 165 are located in Pierce County. This route follows portions of the Puyallup and Carbon rivers, starting from Sumner and passing through Alderton, Orting, South Prairie, Burnett, Wilkeson, Carbonado.

● Average historic and scenic qualities
 ● Moderate historic and scenic qualities
 ● High historic and scenic qualities
 — Historic/modern route overlap



Map Overlay (1873 / 2011)
Paul Emery claim near South Prairie



Map Overlay (1873 / 2011)
Wagon road and land claims.



Points of Interest

State Route 530 (Pioneer Highway)

State Route 530 (Pioneer Highway)

Scenic Tour | 16 miles | 1 hour

Roadway

Users travel along the roadway as it winds through the landscape. Watch for the following historic features conveying the road's original design:

- R1** Original brick road and concrete gutters.
- Two-lane road with ditches in places.
- Placement along the base of the hill side (Prestliens Bluff) above the wet river valley.

Corridor

Buildings, landscape, and land uses define the road corridor. Watch for these scenic and historic features of the corridor's original character:

- Historic barns and farmland abutting road on either side.
- Historic barns, including the Jensen Barn and William Grimm barns.
- C1** East Stanwood.
- C2** Zion Lutheran Church.
- C3** Silvana.
- C4** Stillaguamish River.

View Shed

Views of the surroundings comprise the view shed. Watch for these features of the scenic vistas along this historic route:

- Scenic views of Port Susan, the Olympic and Cascade Mountains, and agricultural land along the Stillaguamish River valley.
- V1** Former Great Northern Railway line parallels the route along the Stillaguamish River.



Former State Road (SR) 530 and SR 530 (also known as Pioneer Highway) follow the Stillaguamish River valley from Stanwood to Arlington. Views from the two-lane road include farmland and working agricultural buildings directly against the road.

History

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, and farms along the Stillaguamish River with the trading center Stanwood. Portions of the general corridor of SR 530 follow county wagon roads established in the early 1890s. By 1914 the state was working on the route and paving sections through the Permanent Highway program. The route was included within the state highway system as SSH 1E in 1937.

Alterations

The route's alignment largely remains the same. The road follows the base of the hill above the valley bottom. Farming operations continue working from historic barns along the road. Portions of an original brick road and concrete gutters remain visible in Stanwood along Cedarhome Drive NW.

Credits

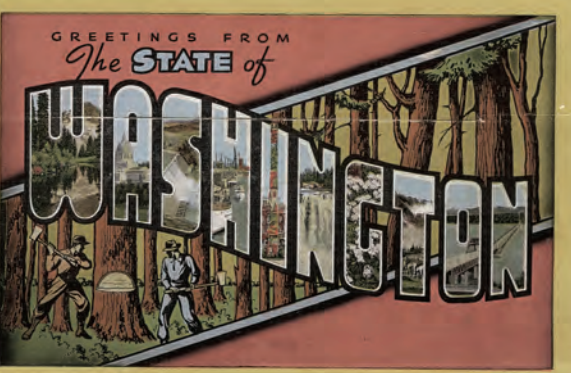
This tour was created in collaboration with the Washington State Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Washington State Library and Puget Sound Regional Council. Images courtesy of WSDOT Engineering, USDA, and Washington State Archives.

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Silvana main street, 1969



State Route 530

Scenic Tour | 16 miles | 1 hour

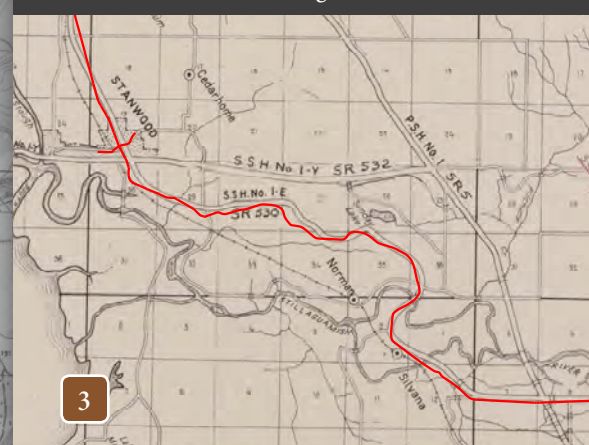
State Road (SR) 530 and former SR 530 are located in Snohomish County. This route follows the Stillaguamish River valley, starting from just north of Stanwood, and passing through Silvana before ending at Arlington.



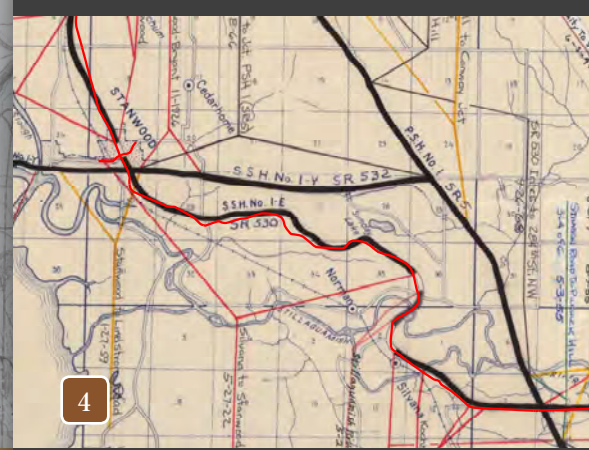
1 Map Overlay (1872 / 2011)
Settlement at the west end of the valley



2 Map Overlay (1875 / 2011)
Former route of the Stillaguamish River



3 Ca. 1936 highway map showing former road names.



4 WSDOT engineering map showing the layers of previous roadwork.

● Average historic and scenic qualities
 ● Moderate historic and scenic qualities
 ● High historic and scenic qualities
 — Historic/modern route overlap

Points of Interest

State Routes 3, 104 and 308

State Routes 3, 104 and 308

Scenic Tour | 37 miles | 1.5 hours

Roadway

Users travel along the roadway as it winds through the landscape. Watch for the following historic features conveying the road's original design:

- Two-lane road through a rural, wooded corridor along each of the SRs.
- Gravel shoulders.
- Ditches on either side, with some widened shoulders.

Corridor

Buildings, landscape, and land uses define the road corridor. Watch for these scenic and historic features of the corridor's original character:

- Port Gamble National Historic Landmark district featuring one of the nation's most intact sawmill towns, established in 1853.
- Kingston, including the commercial corridor, Kingston School House and Hotel.
- C1** Hood Canal and Hood Canal Bridge (William A. Bugge Bridge)
- Keyport and views of Liberty Bay.
- Free Lutheran Mission House near mile post 55, just south of Braidablick.

View Shed

Views of the surroundings comprise the view shed. Watch for these features of the scenic vistas along this historic route:

- V1** Naval Undersea Museum, Keyport.
- V2** Gamble Bay and Hood Canal visible from the scenic overlook at Port Gamble.
- V3** Kitsap Memorial State Park along SR 3.



This tour includes segments of SRs 104, 3, and 308. The SR 104 portion runs from Kingston, through Port Gamble, to connect with SR 3. SR 308 branches off SR 3 and runs east through Pearson and Virginia to Keyport.

History

By 1916, State Road 21 began at Kingston, traveled by the most feasible route through Port Gamble, Poulsbo and Bremerton. This road contributed sections of present SR 104 and SR 3, as well as former sections of SR 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.

SR 308 began as the Keyport Branch of SR 21 in 1929. 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.

Alterations

SR 104 remains a two-lane road, but features modern alterations including widened shoulders, new intersections, striping and rumble strips. In 1972 the state realigned the road near the Edmonds-Kingston ferry terminal, shifting it west, off of Third Avenue.

Rerouting of SR 3 started in 1931, straightening and widening the road into a modern highway with exit ramps. The most intact section is from approximately milepost 53 and north to the Hood Canal Bridge.

Changes to SR 308 include paving, grading, striping, lane markers, and the addition of metal guardrails and widened shoulders.

Credits

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Late 1940s road resurfacing equipment



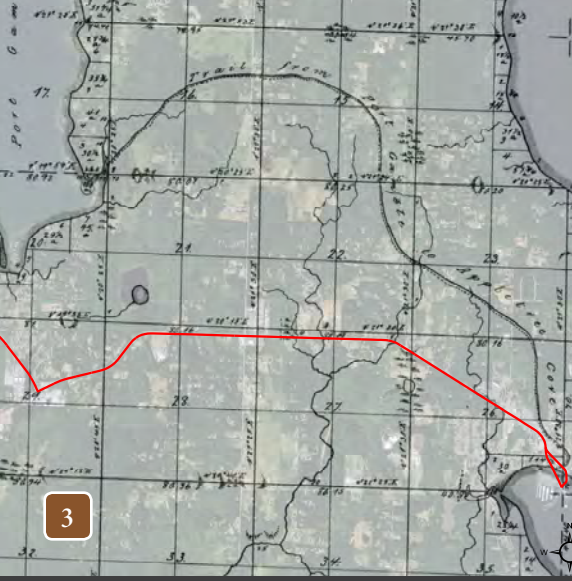
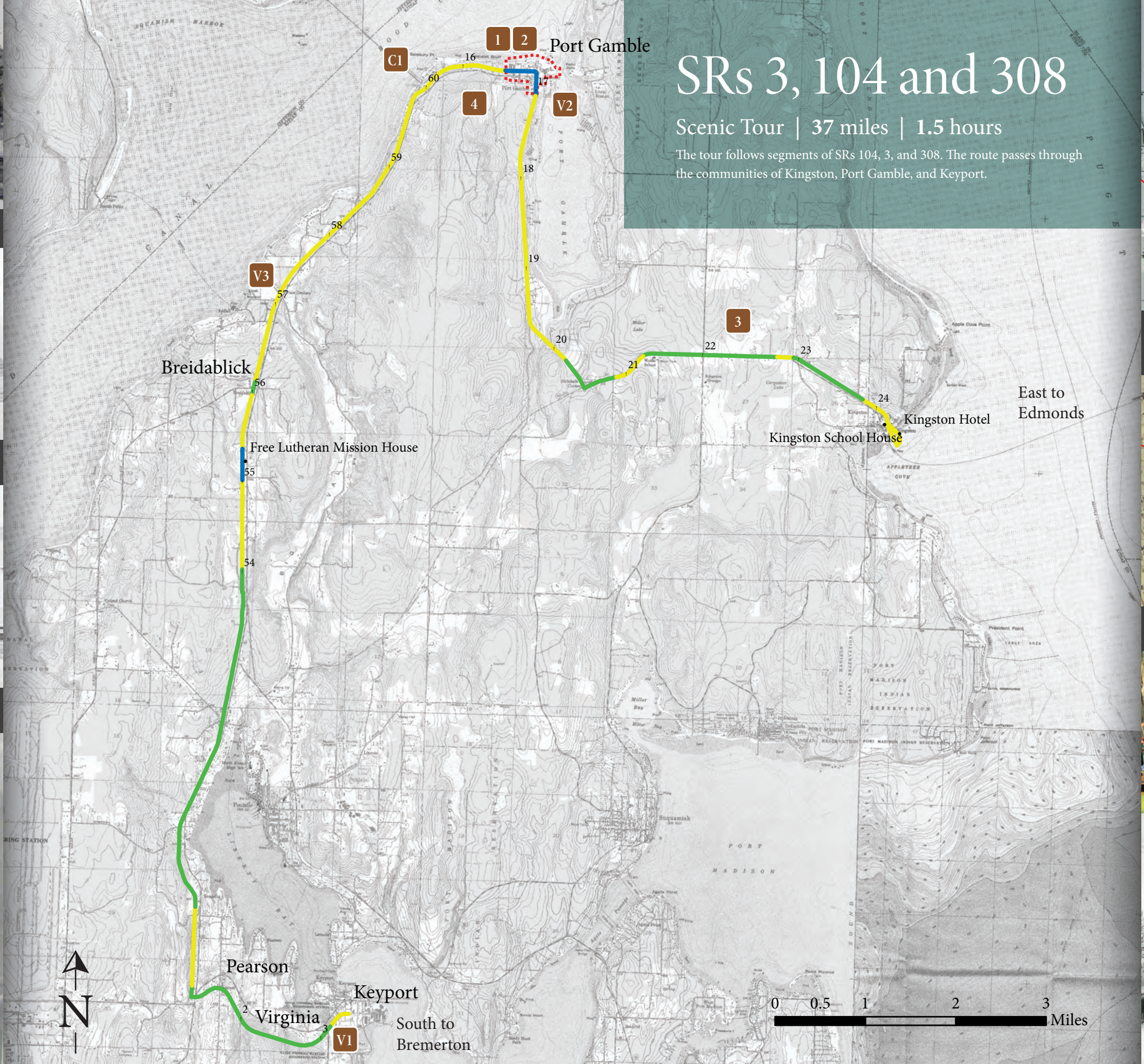
Early view of the Port Gamble mill site from Hood Canal.



1907 view looking south along Rainier Avenue.



Late 1940s DOT road worker.



Map Overlay (1860 / 2011)
Former trail from Appletree Cove (Kingston) to Port Gamble



Map Overlay (1873 / 2011)
Development of Port Gamble



Port Gamble, early 1900s



● Average historic and scenic qualities
 ● Moderate historic and scenic qualities
 ● High historic and scenic qualities
 — Historic/modern route overlap

Points of Interest

State Route 203

State Route 203

Scenic Tour | 27 miles | 1 hour

Roadway

Users travel along the roadway as it winds through the landscape. Watch for the following historic features conveying the road's original design:

- Road alignment follows the topography, staying to the higher, drier ground at the base of the foothills. This placement avoids flooding, preserves the most arable land, and usually provides a better through route that connects the best locations for farmsteads.
- Two-lane road with narrow shoulders.

Corridor

Buildings, landscape, and land uses define the road corridor. Watch for these scenic and historic features of the corridor's original character:

- Skykomish, Snoqualmie and Tolt rivers along the road.
- Historic downtowns of Duvall, Carnation, Monroe and Fall City. The location and spacing of towns reflects the era when the railroad was the highway.
- Multiple barns and farmsteads between Duvall and Pleasant Hill including the Adair and Hjertoos farms, the Gustovson barn, and Entwistle house attest to the valley's agricultural history.
- Fall City, the Fall City Riverfront Park, and the Fall City Hop Shed.
- 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.

View Shed

Views of the surroundings comprise the view shed. Watch for these features of the scenic vistas along this historic route:

- Views of farmland, rivers, wetlands, Cascade foothills, and the Snoqualmie Valley.
- Scenic river crossings and sporadic close views of the Snoqualmie River along the corridor.
- Barns and other agriculture-related buildings along the road corridor as well as visible throughout view corridor.
- Wooden railroad trestles parallel in low-lying areas of the Snoqualmie Valley.
- Former Chicago, Milwaukee and St. Paul Railroad line along the roadway as a trail.



State Road (SR) 203 winds through the Snoqualmie Valley along the base of the foothills. Views from the two-lane road include farmland, scenic river crossings, wooden railroad trestles, farmsteads, and barns. Pull outs along the road afford scenic views.

History

The earliest section opened as Permanent Highway (PH) 16 in 1915, connecting present Tualco Road with Monroe. More sections followed: PH 15 (1917); PH 15A (1927); PH 15B (1928); PH 16 (1915); PH 19 (1916); PH 45 (1929); PH 46 (1929). These early permanent highways were graded and surfaced, typically with gravel. By 1937, the former individual roads combined under the state road system as Secondary State Highway 15B.

Alterations

Most of the road has a high degree of integrity, retaining a two-lane rural highway character. Shoulders were selectively widened but remain narrow. The corridor looks much as it did 50 years ago. Between 1953 and 1957, the alignment was straightened slightly south of Monroe. The former section along Tualco Road, branches to the west, through open 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. Rural sections remained gravel through at least 1963.

Credits

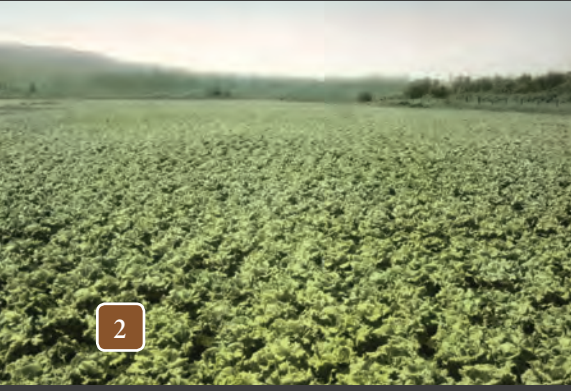
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- WSDOT, Washington State Scenic and Recreation Highways
- DAHP, Transportation Preservation
- PSRC, Puget Sound Regional Council
- King County, 206.477.4528 Heritage and Scenic Corridors Project



1

Unloading logs at Wagner & Wilson mill (1880-1940)



2

Field of lettuce near Monroe (1920-30)



3

Covered bridge over Tolt River (1945-55)



4

Fishing along the Snoqualmie River (1940-70)



State Route 203

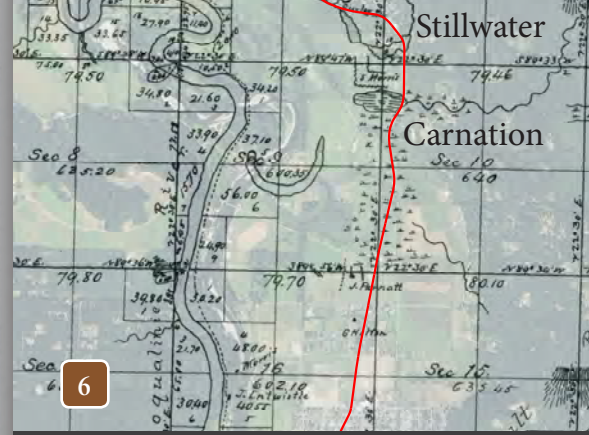
Scenic Tour | 27 miles | 1 hour

State Road (SR) 203 is located in King and Snohomish counties. This north-south route connects Monroe with Fall City. Established in sections between 1915 and 1929, the road passes through the historic downtowns of Monroe, Duvall, Carnation, and Fall City.



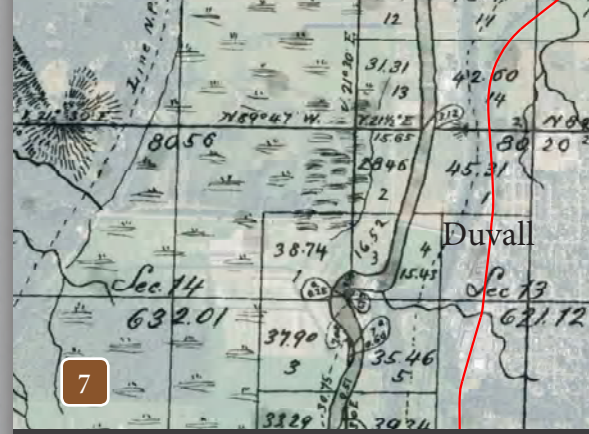
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Map Overlay (1873 / 2011)
Convergence of wagon roads at Fall City



6

Map Overlay (1873 / 2011)
Settlements at Stillwater and Carnation



7

Map Overlay (1873 / 2011)
Settlement near Duvall



8

Dougherty House, 1890

● Average historic and scenic qualities
 ● Moderate historic and scenic qualities
 ● High historic and scenic qualities
 — Historic/modern route overlap

Points of Interest

State Route 20 and Country Roads

State Route 20 and Country Roads

Scenic Tour | 34 miles | 2 hours

Roadway

Users travel along the roadway as it winds through the landscape. Watch for the following historic features conveying the road's original design:

R1 Two lane, often without striping and narrow road widths, a good example of which is Hill Road as it winds up the hill to Engle Road. These two lane roads enabled movement through the country side. Roads were some of the first features developed by Euro-American settlers.

Narrow to no shoulders

Ditches

Fences along roadway

Corridor

Buildings, landscape, and land uses define the road corridor. Watch for these scenic and historic features of the corridor's original character:

- C1** Ferry House (1860), originally used as a trading post, tavern, hotel and mail station
- C2** Front Street in Coupeville
- C3** Engle Road to Uplands and west coast
- C4** Jacob Ebey House (1855) and blockhouse (1856)
- C5** Davis blockhouse (1855) and moved to this location (1857)
- C6** Alexander blockhouse (1855-57) and moved to this location (1930s)
- C7** Granville Haller House (ca. 1866)
- C8** San de Fuca School, used as a school from 1903-1933

View Shed

Views of the surroundings comprise the view shed. Watch for these features of the scenic vistas along this historic route:

- V1** View of Ebey's Prairie from the cemetery, and from Engle Road
- V2** View from Front Street and the Wharf, across Penn Cove
- V3** View to Crockett Prairie and Camp Casey from Wanamaker Road
- V4** View to Crockett Prairie and uplands from the top of Patmore Road
- V5** View to Grasser's Lagoon from SR 20
- V6** Views to and across Penn Cove along Madrona Way
- V7** View of Smith Prairie from SR 20, entering the Reserve



State Road 20 passes through the middle of Ebey's Landing National Historical Reserve. The county roads provide the principal circulation networks within the reserve and providing a remarkable opportunity for experiencing the 17,400 acre reserve.

History

The county roads are some of the first features built by Euro-American settlers. Many of these follow property lines and take advantage of topography. By 1870 seven of the roads had been established, with the rest in place by 1899.

Alterations

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.

Credits

This tour was created in collaboration with the Washington State Department of Archaeology and Historic Preservation, Washington State Department of Transportation, and Ebey's Landing National Historical Reserve, and Island County. Images courtesy of WSDOT Engineering, USDA, National Park Service, and Washington State Archives. For more information contact:

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- DAHP, Transportation Preservation
- Ebey's Landing National Historical Reserve





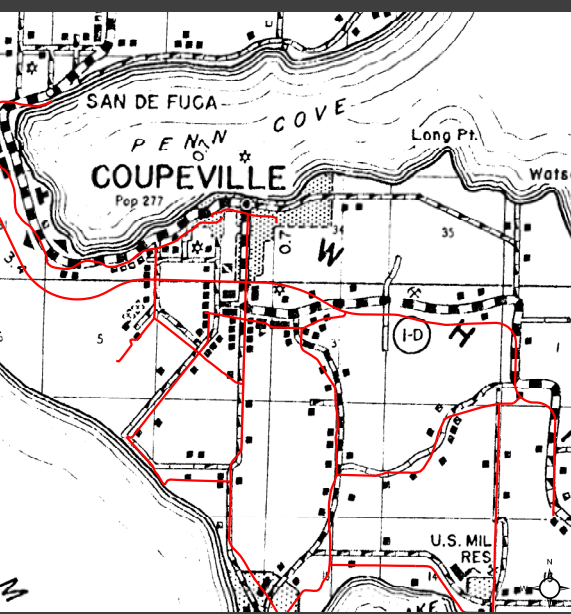
Road into Fort Casey



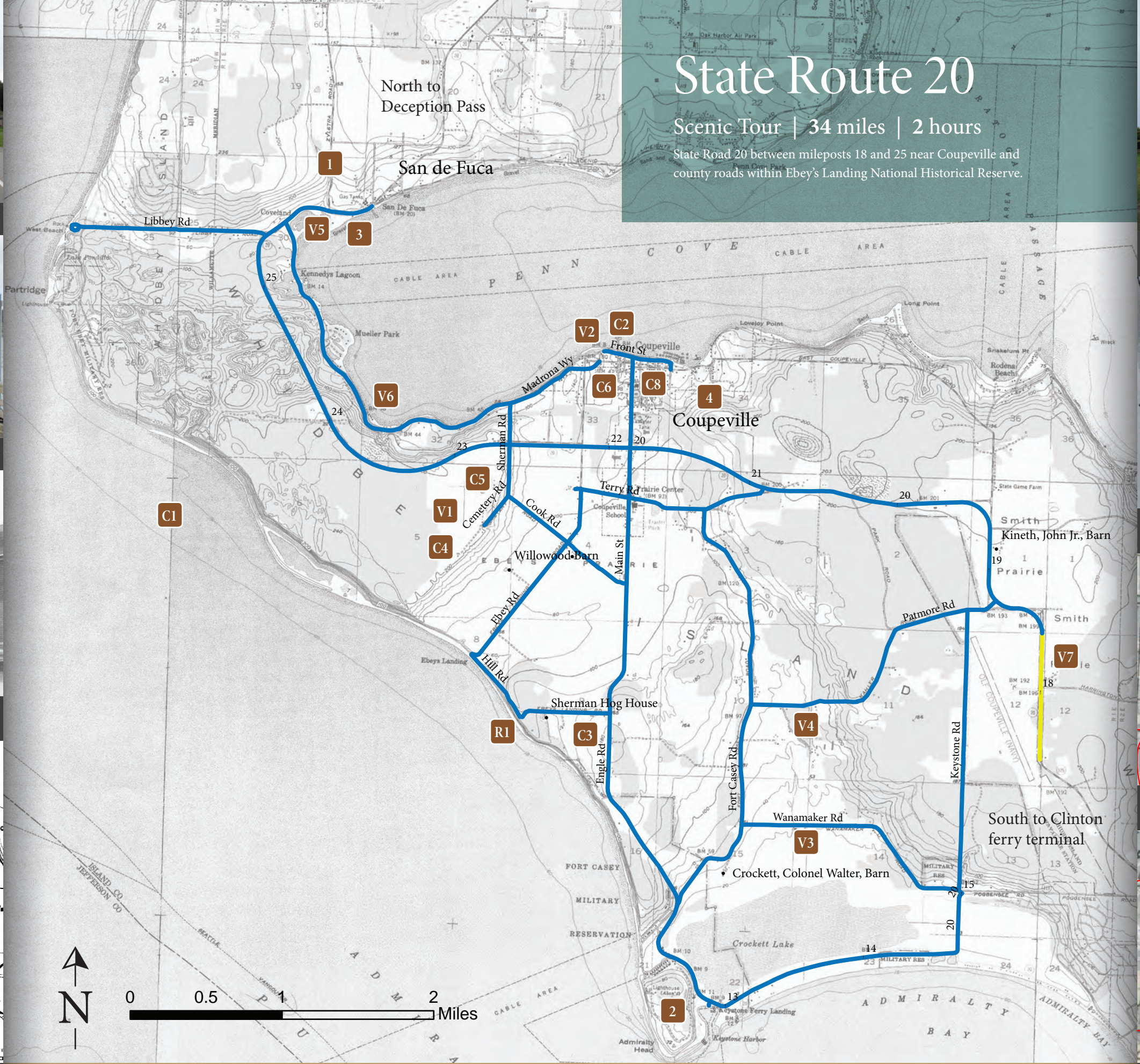
Coupeville Wharf



Central Hotel, Coupeville, Washington, ca. 1905



1936 highway map showing the former route of SR 20



State Route 20

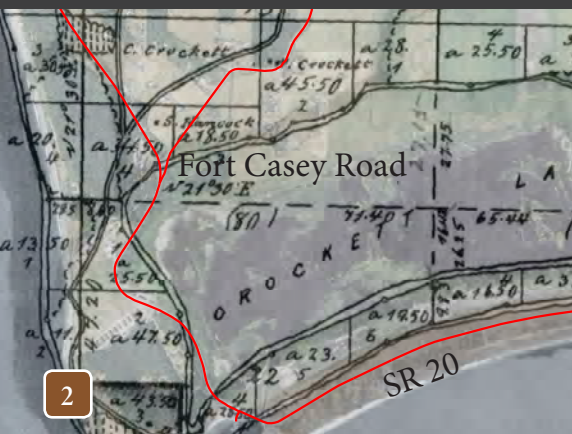
Scenic Tour | 34 miles | 2 hours

State Road 20 between mileposts 18 and 25 near Coupeville and county roads within Ebey's Landing National Historical Reserve.

● Average historic and scenic qualities
 ● Moderate historic and scenic qualities
 ● High historic and scenic qualities
 — Historic/modern route overlap



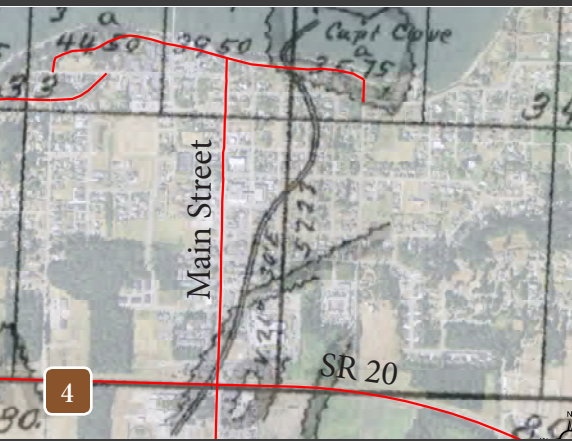
San de Fuca School (1903)



Map Overlay (1856 / 2011)
Settlement at the SW corner of the reserve



Map Overlay (1856 / 2011)
Coveland and the Penns Cove reservation



Map Overlay (1856 / 2011)
Coupeville prior to development