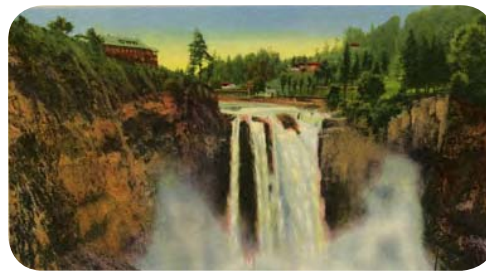


### 4.1.22 STATE ROUTE 202

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.

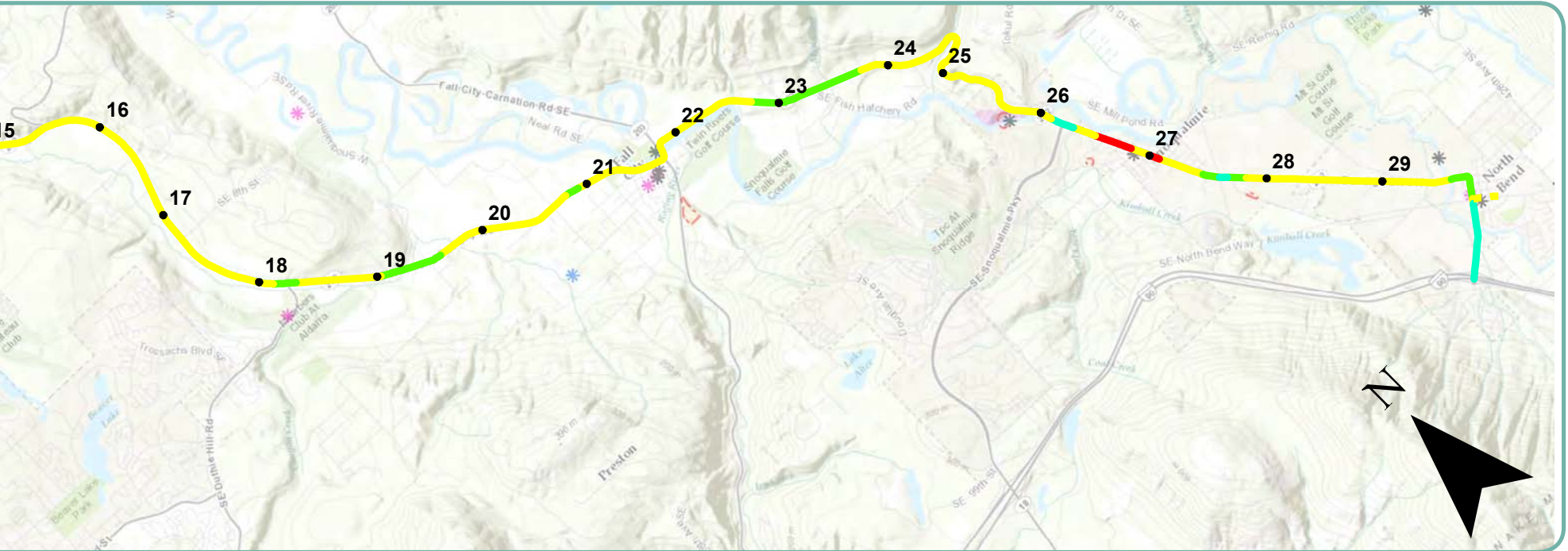
#### CHARACTER-DEFINING FEATURES

- 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.<sup>1</sup> The road was incorporated within the state system as part of PSH 2 by 1937.<sup>2</sup> In 1964 the road was renamed SR 522 before being renumbered as 202 in 1970.

<sup>1</sup> Washington State Department of Transportation, “Cascade Valleys Heritage Corridor: A Summary History of Downtown North Bend.”  
<sup>2</sup> *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 south-east 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:<sup>3</sup>

<sup>3</sup> 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