

guidelines shall not be considered salary or compensation for purposes of the limitations established in RCW 28A.58.095.

Passed the Senate February 13, 1987.

Passed the House April 13, 1987.

Approved by the Governor April 25, 1987.

Filed in Office of Secretary of State April 25, 1987.

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CHAPTER 198

[Senate Bill No. 5412]

OSTEOPATHIC REGISTERED NURSES—PRIVILEGED COMMUNICATIONS

AN ACT Relating to privileged communications for osteopathic registered nurses; and amending RCW 5.62.010.

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

Sec. 1. Section 1, chapter 447, Laws of 1985 and RCW 5.62.010 are each amended to read as follows:

Unless the context clearly requires otherwise, the definitions in this section apply throughout this chapter.

(1) "Registered nurse" means a registered nurse licensed under chapter 18.88 RCW.

(2) "Protocol" means a regimen to be carried out by a registered nurse and prescribed by a licensed physician under chapter 18.71 RCW, or a licensed osteopathic physician under chapter 18.57 RCW, which is consistent with chapter 18.88 RCW and the rules adopted under chapter 18.88 RCW.

(3) "Primary care" means screening, assessment, diagnosis and treatment for the purpose of promotion of health and detection of disease or injury, as authorized by chapter 18.88 RCW and the rules adopted under chapter 18.88 RCW.

Passed the Senate February 27, 1987.

Passed the House April 14, 1987.

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CHAPTER 199

[Senate Bill No. 5413]

STATE HIGHWAY ROUTE DESIGNATIONS REVISED

AN ACT Relating to state highways; amending RCW 47.17.005, 47.17.035, 47.17.045, 47.17.050, 47.17.065, 47.17.075, 47.17.090, 47.17.095, 47.17.155, 47.17.165, 47.17.180, 47.17.285, 47.17.320, 47.17.365, 47.17.385, 47.17.395, 47.17.405, 47.17.435, 47.17.460, 47.17.480, 47.17.545, 47.17.567, 47.17.610, and 47.17.630; adding a new section to chapter 47.17 RCW; and repealing RCW 47.17.290.

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

Sec. 1. Section 2, chapter 51, Laws of 1970 ex. sess. and RCW 47.17-.005 are each amended to read as follows:

A state highway to be known as state route number 2 is established as follows:

Beginning at a junction with state route number 5 in Everett, thence easterly (~~((by the most feasible route))~~) by way of Monroe, Stevens Pass and Leavenworth to a junction with state route number 97 in the vicinity of Peshastin; also

From ~~((that))~~ a junction with state route number 97 in the vicinity of Peshastin, thence easterly (~~((by the most feasible route))~~) by way of Wenatchee, to a junction with state route number 97 in the vicinity of Orondo, thence easterly by way of Waterville, Wilbur and Davenport to a junction with state route number 90 in the vicinity west of Spokane; also

Beginning at a junction with state route number 90 at Spokane, thence northerly to a junction with state route number 395 in the vicinity north of Spokane; also

From ~~((that))~~ a junction with state route number 395 in the vicinity north of Spokane, thence northerly to a junction with state route number ~~((3+))~~ 20 at Newport; also

From ~~((that))~~ a junction with state route number ~~((3+))~~ 20 at Newport, thence easterly to the Washington-Idaho boundary line, thence southerly along said boundary line to Fourth Street in Newport.

Sec. 2. Section 8, chapter 51, Laws of 1970 ex. sess. and RCW 47.17-.035 are each amended to read as follows:

A state highway to be known as state route number 8 is established as follows:

Beginning at a junction with state route number 12 in the vicinity of Elma, thence easterly (~~((by the most feasible route))~~) to a junction with state route number 101 ~~((at Tumwater))~~ west of Olympia.

Sec. 3. Section 10, chapter 51, Laws of 1970 ex. sess. as last amended by section 14, chapter 63, Laws of 1975 and RCW 47.17.045 are each amended to read as follows:

A state highway to be known as state route number 10 is established as follows:

Beginning at a junction with state route number 970 at Teanaway junction thence easterly (~~((via the existing highway along the north side of the Yakima River))~~) to a junction with state route number 97 west of Ellensburg.

Sec. 4. Section 11, chapter 51, Laws of 1970 ex. sess. and RCW 47-.17.050 are each amended to read as follows:

A state highway to be known as state route number 11 is established as follows:

Beginning at a junction with state route number 5 in the vicinity of ~~((Mt. Vernon))~~ Burlington, thence northerly by way of Blanchard to a junction with state route number 5 at Bellingham.

Sec. 5. Section 14, chapter 51, Laws of 1970 ex. sess. as amended by section 1, chapter 151, Laws of 1973 1st ex. sess. and RCW 47.17.065 are each amended to read as follows:

A state highway to be known as state route number 16 is established as follows:

Beginning at a junction with state route number 5 at Tacoma, thence northwesterly by way of the Tacoma Narrows Bridge ~~((and a junction with state route number 160 in the vicinity west of Port Orchard))~~ to a junction with state route number 3 in the vicinity of ~~((Bremerton))~~ Gorst.

Sec. 6. Section 16, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.075 are each amended to read as follows:

A state highway to be known as state route number 18 is established as follows:

Beginning at a junction with state route number ~~((509))~~ 99 in the vicinity of northeast Tacoma, thence ~~((generally))~~ northeasterly ~~((by the most direct and feasible route))~~ by way of ~~((the vicinity of Milton and))~~ Auburn to a junction with state route number 90 ~~((at a point approximately four miles))~~ west of North Bend.

Sec. 7. Section 19, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.090 are each amended to read as follows:

A state highway to be known as state route number 22 is established as follows:

Beginning at a junction with state route number ~~((12 southeast of Yakima))~~ 82, thence southerly to a junction of state route number 97 in the vicinity of Toppenish; also

From ~~((that))~~ a junction with state route number 97 at Toppenish, thence southeasterly by way of Mabton to a junction with state route number ~~((12))~~ 82 at Prosser.

Sec. 8. Section 20, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.095 are each amended to read as follows:

A state highway to be known as state route number 23 is established as follows:

Beginning at a junction with state route number 195 in the vicinity north of Colfax, thence northwesterly ~~((to a junction with state route number 230 in the vicinity of Ewan; also~~

~~From that junction with state route number 230 in the vicinity west of Ewan, thence northwesterly))~~ to a junction with state route number 90 at Sprague; also

From that junction with state route number 90 at Sprague, thence northwesterly to a junction with state route number 28 at Harrington.

Sec. 9. Section 32, chapter 51, Laws of 1970 ex. sess. as last amended by section 131, chapter 7, Laws of 1984 and RCW 47.17.155 are each amended to read as follows:

A state highway to be known as state route number 97 is established as follows:

Beginning at the Washington–Oregon boundary on the interstate bridge across the Columbia river at Biggs Rapids, thence in a northerly direction to the junction with state route number 14 in the vicinity of Maryhill, thence in a northerly direction by way of Goldendale, thence northeasterly by way of Satus Pass to a junction with state route number 22 at Toppenish, thence northwesterly south of the Yakima river to a junction with state route number 82 at Union Gap; also

Beginning at a junction with state route number 90 in the vicinity of Ellensburg, thence northeasterly (~~by the most feasible route~~) by way of (~~Blewett~~) Swauk Pass to a junction with state route number 2 in the vicinity of Peshastin; also

Beginning at a junction with state route number 2 in the vicinity north of (~~Wenatchee~~) Orondo, thence northerly (~~by the most feasible route~~) by way of the vicinities of Chelan, Pateros, Brewster, Okanogan, and Oroville to the international boundary line. (~~Until such time as the watergrade route between Chelan Station and Azwell, as designated by the department, is constructed and opened to traffic the existing route on the west side of the Columbia river shall remain the traveled way of state route number 97.~~)

NEW SECTION. Sec. 10. A new section is added to chapter 47.17 RCW to be codified as RCW 47.17.157:

A state highway to be known as state route number 97–alternate is established as follows:

Beginning at a junction with state route number 2 in the vicinity of Olds, thence northerly by way of Entiat to a junction with state route number 97 in the vicinity east of Chelan.

Sec. 11. Section 34, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.165 are each amended to read as follows:

A state highway to be known as state route number 101 is established as follows:

Beginning at the Oregon boundary on the interstate bridge at Point Ellis, thence northwesterly (~~by the most feasible route~~) by way of Ilwaco to a junction with state route number 4 in the vicinity of a location known as Johnson's Landing in Pacific county; also

From that junction with state route number 4 in the vicinity of a location known as Johnson's Landing, in Pacific county, thence northerly (~~by the most feasible route~~) by way of South Bend to a junction with state route number 6 at Raymond; also

From that junction with state route number 6 at Raymond, thence northerly (~~by the most feasible route~~) by way of Cosmopolis to a junction with state route number 12 at Aberdeen; also

From that junction with state route number 12 at Aberdeen, thence westerly to Hoquiam, thence northwesterly by way of Lake Quinalt to Forks, thence easterly by way of Port Angeles to the vicinity of Discovery Bay, thence southerly by way of Shelton to a junction with state route number 5 in the vicinity west of Olympia; also

Beginning at a junction with state route number 101 in the vicinity east of Ilwaco, thence northerly (~~by the most feasible route~~) to a junction with state route number 101 in the vicinity northeast of Ilwaco.

Sec. 12. Section 37, chapter 51, Laws of 1970 ex. sess. and RCW 47-17.180 are each amended to read as follows:

A state highway to be known as state route number 105 is established as follows:

Beginning at a junction with state route number 101 at Raymond, thence westerly (~~by the most feasible route~~) by way of Tokeland and North Cove to the shore of Grays Harbor north of Westport; also

Beginning at a junction with state route number 105 in the vicinity south of Westport, thence northeasterly (~~by the most feasible route~~) to a junction with state route number 101 at Aberdeen.

Sec. 13. Section 58, chapter 51, Laws of 1970 ex. sess. and RCW 47-17.285 are each amended to read as follows:

A state highway to be known as state route number 150 is established as follows:

Beginning at Manson, thence southeasterly to the north of Lake Chelan to a junction with state route number 97—alternate at Chelan.

Also beginning at a junction with state route number 97—alternate at Chelan southerly to a junction with state route number 97 in the vicinity of Chelan Station.

Sec. 14. Section 65, chapter 51, Laws of 1970 ex. sess. and RCW 47-17.320 are each amended to read as follows:

A state highway to be known as state route number 164 is established as follows:

Beginning at (~~an interchange of~~) a junction with state route number 18 (~~and the Auburn-Black Diamond road~~) in the vicinity of Auburn, (~~thence southerly to an intersection with southeast 356th street in the vicinity of Auburn Academy;~~) thence southeasterly to a junction with state route number 410 at Enumclaw.

~~(At such time that the section of state route number 164, between its intersection with the Auburn-Black Diamond road and its intersection with southeast 356th street, is constructed and open to traffic, that section of state route number 164, between southeast 356th street in Auburn and the~~

~~intersection of state route number 18 and "C" street northeast in Auburn; will be certified back to the local agencies:))~~

Sec. 15. Section 74, chapter 51, Laws of 1970 ex. sess. and RCW 47-.17.365 are each amended to read as follows:

A state highway to be known as state route number 174 is established as follows:

Beginning at a junction with state route number 17 east of Bridgeport, thence easterly (~~(by the most feasible route)~~) to the boundary of the federal reservation at Grand Coulee dam; also

Beginning at a junction with state route number 155 at Grand Coulee, thence southeasterly to a junction with state route number 21 in the vicinity north of Wilbur; also

A spur beginning at a junction with state route number 174 in the vicinity of the boundary of the federal reservation at the Grand Coulee dam and extending to Crown Point.

Sec. 16. Section 78, chapter 51, Laws of 1970 ex. sess. and RCW 47-.17.385 are each amended to read as follows:

A state highway to be known as state route number 202 is established as follows:

Beginning at a junction with state route number 522 near Bothell, thence southeasterly (~~(by the most feasible route)~~) to a junction with state route number 90 in the vicinity (~~(west)~~) of (~~(Snoqualmie Pass)~~) North Bend.

Sec. 17. Section 80, chapter 51, Laws of 1970 ex. sess. and RCW 47-.17.395 are each amended to read as follows:

A state highway to be known as state route number 204 is established as follows:

Beginning at a junction with state route number 2 in the vicinity east of Everett, thence northeasterly (~~(by the most feasible route)~~) to a junction with state route number 9.

Sec. 18. Section 82, chapter 51, Laws of 1970 ex. sess. and RCW 47-.17.405 are each amended to read as follows:

A state highway to be known as state route number 206 is established as follows:

Beginning at a junction with state route number 2 (~~(near the north line of section 3, township 26N, range 43E)~~) in the vicinity north of Mead, thence northeasterly to (~~(a point in section 28, township 28N, range 45E at)~~) the entrance to Mt. Spokane State Park.

Sec. 19. Section 88, chapter 51, Laws of 1970 ex. sess. and RCW 47-.17.435 are each amended to read as follows:

A state highway to be known as state route number 224 is established as follows:

Beginning at a junction with state route number ((+2)) 82 at Kiona, thence northeasterly to a junction with state route number 240 at Richland.

Sec. 20. Section 93, chapter 51, Laws of 1970 ex. sess. and RCW 47-17.460 are each amended to read as follows:

A state highway to be known as state route number 241 is established as follows:

Beginning at a junction with state route number ((+2 approximately one mile)) 82 east of Sunnyside, thence northeasterly to a junction with state route number 24.

Sec. 21. Section 97, chapter 51, Laws of 1970 ex. sess. as amended by section 12, chapter 73, Laws of 1971 ex. sess. and RCW 47.17.480 are each amended to read as follows:

A state highway to be known as state route number 261 is established as follows:

Beginning at a junction with state route number 12 at Delaney, thence northwesterly to a junction with state route number ((26)) 260 in the vicinity of ((Washtucna)) McAdam; also

Beginning at a junction with state route number 26 at Washtucna, thence northerly to a junction with state route number 90 at Ritzville.

Sec. 22. Section 110, chapter 51, Laws of 1970 ex. sess. and RCW 47-17.545 are each amended to read as follows:

A state highway to be known as state route number 302 is established as follows:

Beginning at a junction with state route number 3 in the vicinity of ((Belfair)) Allyn, thence ((generally)) easterly to a junction with state route number 16 in the vicinity of Purdy.

Sec. 23. Section 15, chapter 73, Laws of 1971 ex. sess. and RCW 47-17.567 are each amended to read as follows:

A state highway to be known as state route number 308 is established as follows:

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

Sec. 24. Section 123, chapter 51, Laws of 1970 ex. sess. as amended by section 8, chapter 151, Laws of 1973 1st ex. sess. and RCW 47.17.610 are each amended to read as follows:

A state highway to be known as state route number 410 is established as follows:

Beginning at a junction with state route number 167 at Sumner, thence ((in an)) easterly ((direction)) by way of Buckley, Enumclaw, and Chinook Pass, to a junction with state route number 12 northwest of Yakima: PROVIDED, That until such time as state route number 167 is constructed and opened to traffic on an anticipated ultimate alignment from a junction with state route number 5 near Tacoma easterly to Sumner on the north side of

the Puyallup river, the public highway between state route number 5 in Tacoma and state route number 161 in Sumner, on the south side of the Puyallup river, shall remain on the state highway system.

Sec. 25. Section 127, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.630 are each amended to read as follows:

A state highway to be known as state route number 433 is established as follows:

Beginning at the Washington-Oregon boundary on the interstate bridge at Longview, thence northerly (~~by the most feasible route~~) to a junction with state route number (~~at a point where it intersects with Oregon way in the city of Longview~~) 432.

NEW SECTION. Sec. 26. Section 59, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.290 are each repealed.

Passed the Senate March 16, 1987.

Passed the House April 13, 1987.

Approved by the Governor April 25, 1987.

Filed in Office of Secretary of State April 25, 1987.

## CHAPTER 200

[Senate Bill No. 5416]

### LIMITED ACCESS FACILITIES

AN ACT Relating to limited access facilities; amending RCW 47.52.131 and 47.52.133; and adding a new section to chapter 47.52 RCW.

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

Sec. 1. Section 1, chapter 75, Laws of 1965 ex. sess. as amended by section 243, chapter 7, Laws of 1984 and RCW 47.52.131 are each amended to read as follows:

When the department is planning a limited access facility through a county or an incorporated city or town, the department or its staff, before any hearing, shall give careful consideration to available data as to the county or city's comprehensive plan, land use pattern, present and potential traffic volume of county roads and city streets crossing the proposed facility, origin and destination traffic surveys, existing utilities, the physical appearance the facility will present, and other pertinent surveys(;) and, except as provided in section 3 of this 1987 act, shall submit to the county and city officials for study a report showing how these factors have been taken into account and how the proposed plan for a limited access facility will serve public convenience and necessity, together with the locations and access and egress plans, and over and under crossings that are under consideration. This report shall show the proposed approximate right of way limits and profile of the facility with relation to the existing grade, and shall discuss in