



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**October 30, 2001**

**Ordinance 14239**

**Proposed No.** 2001-0437.2

**Sponsors** Irons

1 AN ORDINANCE relating to the establishment of North  
2 Sammamish Plateau Access Road (NSPAR) from Issaquah  
3 city limits to Southeast Issaquah-Fall City Road.  
4  
5

6 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

7 SECTION 1. The director of the department of transportation has made an  
8 examination of North Sammamish Plateau Access Road (NSPAR) from South line of  
9 Southeast quarter of Section 22, Township 24 North, Range 6 East, W.M. to Southeast  
10 Issaquah – Fall City Road along the course and description set forth below and has made  
11 a favorable report upon the same, as required by RCW 36.81.050.

12 SECTION 2. Said road shown on attachment “A” shall be established as follows:  
13 The “E-Line” is established at not less than 60 feet in width, having 30 feet of such width  
14 on each side of the centerline.  
15 The “W-Line” is established at not less than 65 feet in width, having 35 feet of such  
16 width on the left (west) side of centerline and 30 feet of such width on the right (east)  
17 side of centerline.

18 The "NSPAR" line is established at a width as follows:

19 From the Beginning point, Engineer's station 369+67.84, to the point of  
20 curvature at Engineer's station 375+80.25, the road is established at 120  
21 feet in width, having 60 feet of such width on each side of the centerline.

22 From said Engineer's station 375+80.25 to the end of the Establishment centerline  
23 at Engineer's station 397+88.22, the road is established at 100 feet in width,  
24 having 50 feet of such width on each side of the centerline.

25 ALSO that said road should be established with tangent curves of no less than 25-foot  
26 radius connecting the establishment right-of-way lines with the existing right-of-way  
27 lines of North Sammamish Plateau Access Road and the relocated Vaughn Hill Road.

28 ALSO that said road should be established with tangent curves of no less than 30-foot  
29 radius at southerly and 35-foot at northerly intersection connecting the establishment  
30 right-of-way lines with the existing right-of-way lines of North Sammamish Plateau  
31 Access Road and Black Nugget Road. All exclusive of slopes for cuts and fills.

32 The NSPAR shall be established along the following described centerline:

33 Commencing at the Southeast corner of Section 22 Township 24 North, Range 6  
34 East, W.M., being a brass disk set in concrete, designated as GPS control point  
35 #2285 having NAD83/91 coordinates of N200831.2429, E1348635.9319  
36 according to King County Survey; Thence N88°01'59"W along the south line of  
37 said Section 22, a distance of 1023.97 feet to the Point of Beginning of this  
38 Establishment centerline, being the centerline of the "E-Line" (east line) of the  
39 split-roadway "couplet" at a point-on-tangent designated as E-Line Engineer's  
40 Station 19+42.19 (Note: see a description of the W-Line below); Thence

41 N01°38'14"E a distance of 344.98 feet to the beginning of a curve, concave  
42 westerly (to the left), having a radius of 700.00 feet; Thence northwesterly on said  
43 curve through a central angle of 36°54'17", an arc length of 450.87 feet; Thence  
44 N35°16'03"W a distance of 569.08 feet to the end of the couplet "E-Line" at E-  
45 Line Engineer's Station 33+07.12; Thence at a right angle from said E-Line,  
46 S54°43'58"W a distance of 22.00 feet to the Beginning of the "NSPAR"  
47 centerline designated as  
48 Engineer's Station 369+67.84, a point-on-tangent; Thence N35°16'02"W  
49 a distance of 612.41 feet to the beginning of a curve, concave easterly (to  
50 the right), having a radius of 656.17 feet; Thence northwesterly, northerly  
51 and northeasterly along said curve through a central angle of 74°35'31", an  
52 arc length of 854.25 feet; Thence N39°19'29"E a distance of 301.52 feet  
53 to the beginning of a curve, concave westerly (to the left), having a radius  
54 of 820.21 feet; Thence northeasterly and northerly along said curve  
55 through an central angle of 61°52'48", an arc length of 885.83 feet;  
56 Thence N22°33'19"W a distance of 166.37 feet to the centerline  
57 intersection of the Issaquah-Pine Lake Road, Issaquah-Falls City road and  
58 relocated Vaughn Hill Road at Engineer's Station 397+88.22, being a  
59 monument-in-case designated by King County Survey as control point  
60 #2345, having coordinates N204603.3148, E1347072.4790, and being the  
61 terminus of this centerline and road Establishment. ALSO, the description  
62 of the "W-Line", being the west line of the split-road "couplet", is as  
63 follows: Commencing at the Point of Beginning of the "E-Line", station

64 19+42.19 as described above; Thence  $N88^{\circ}01'59''W$ , along the south line  
65 of said Section 22, a distance of 308.01 feet to the True Point of Beginning  
66 of this Establishment centerline, being a point-on-tangent designated as  
67 W-Line Engineer's Station 19+67.05; Thence  $N01^{\circ}38'14''E$  a distance of  
68 598.30 feet to the beginning of a curve, concave westerly (to the left),  
69 having a radius of 1000.00 feet; Thence northwesterly along said curve  
70 through a central angle of  $36^{\circ}54'16''$ , an arc length of 644.11 feet to the  
71 end of the "W-Line" centerline at W-Line Engineer's Station 32+09.46,  
72 said point being  $S54^{\circ}43'58''W$ , a distance of 11.00 feet from the above  
73 described "NSPAR" centerline at it's Beginning station 369+67.84.  
74 Centerline lengths: Couplet E-Line, 1364.93 feet = 0.2585 miles more or  
75 less. Couplet W-Line, 1242.41 feet = 0.2353 miles more or less. NSPAR  
76 line, 2820.83 feet = 0.5342 miles more or less.

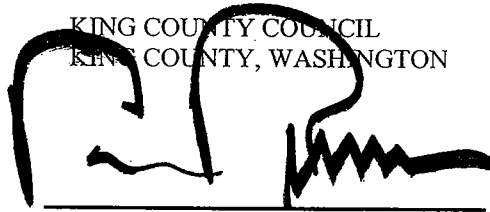
77            SECTION 3. The King County council finds that the establishment of said  
78 roadway, along the course and description set forth, is a public necessity.

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Ordinance 14239 was introduced on 9/4/01 and passed by the Metropolitan King County Council on 10/29/01, by the following vote:

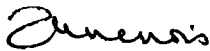
Yes: 12 - Mr. von Reichbauer, Ms. Miller, Ms. Fimia, Mr. Phillips, Mr. Pelz,  
Mr. McKenna, Ms. Sullivan, Mr. Pullen, Mr. Gossett, Ms. Hague, Mr.  
Thomas and Mr. Irons  
No: 0  
Excused: 1 - Mr. Nickels

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON



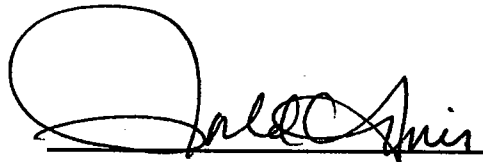
Pete von Reichbauer, Chair

ATTEST:



Anne Noris, Clerk of the Council

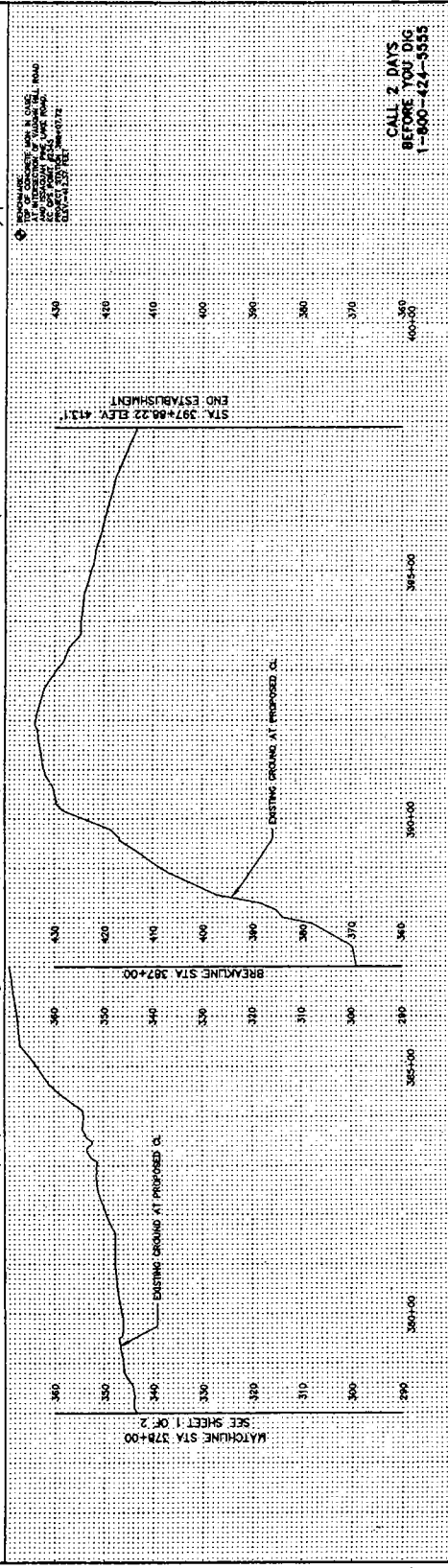
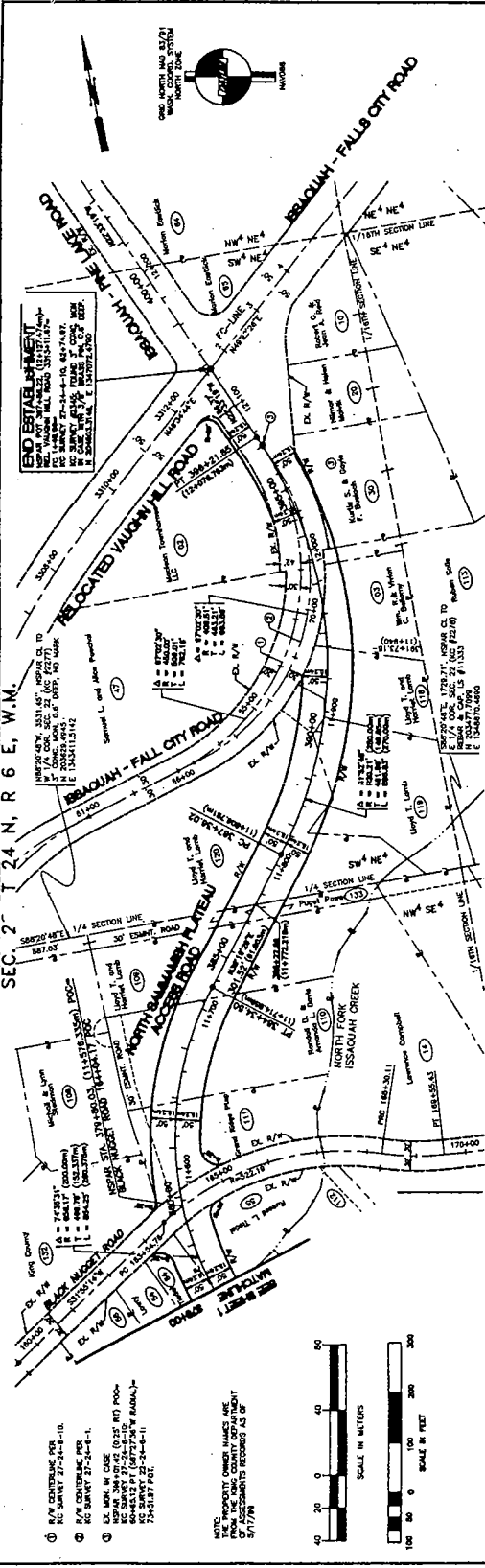
APPROVED this 10 day of NOVEMBER, 2001.



Ron Sims, County Executive

**Attachments**      Revised Attachment A. Road Establishment Plan Maps - Map Nos. 311-70(1) and  
311-70(2)





FIELD BOOK: L&A BK. 11-1 (1/7/88)  
 SURVEY: L&A, S.C. (1/7/88)  
 DESIGN: L&A (2/88)  
 CHECKED: E. BOKS (2/88)  
 DRAWN: L. BOKS (2/88)

PROJECT NO. 101288  
 SURVEY NO. 22-51-50-32  
 MAINTENANCE DIVISION No. 1

**L & A**  
 L & A ASSOCIATES, INC.  
 Consulting Engineers  
 2015 W. 10th St.  
 Bartlett, Mo.

**PB**  
 PERRY, INC.  
 100 THIRD ST.  
 BARTLETT, MO.

KING COUNTY DEPT. OF TRANSPORTATION  
 NORTH SPAR  
 (SARMAUGH PLATEAU ACCESS ROAD)  
 ESTABLISHMENT PLAN

DRAWING NO. 311-70(2)  
 SHEET NO. 2 OF 2  
 MAP NO. 311-70(2)

CALL 2 DAYS BEFORE YOU DIG  
 1-800-424-5555

SEC. 2 T. 24 N. R. 6 E. W.M.  
 END ESTABLISHMENT  
 THE PROPERTY OWNER'S NAME AND ADDRESS IS RECORDED AS OF 5/17/78  
 SCALE IN METERS  
 SCALE IN FEET