

CITY OF BELLEVUE, WASHINGTON

ORIGINAL

RESOLUTION NO. 1010

A RESOLUTION consenting to the adoption of the route and principal access features of the Northrup Interchange as submitted by the Washington State Highway Commission.

WHEREAS pursuant to the provisions of RCW 47.52.130 et seq., a hearing was held in the City of Bellevue on January 21, 1963, to consider a plan for improvement of PSH 1-EV and PSH 1-RE (FAI 405); and

WHEREAS the Washington State Highway Commission passed Resolution No. 1320 on May 21, 1963, which adopted the plan as submitted at the public hearing with two modifications and by motion on June 12 approved a third modification; and

WHEREAS City approval of the modified plan will expedite the acquisition of rights of way and subsequent construction of the highway;

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Bellevue, Washington, as follows:

Section 1. In accordance with the provisions of RCW 47.52.140 et seq., that the City of Bellevue, acting through its officers and authorities does hereby consent to the adoption of the route and principal access features of the following described portion of Primary State Highways 1-EV and 1-RE within the corporate limits of the City of Bellevue:

PRIMARY STATE HIGHWAY NO. 1 (Evergreen Point Bridge Route)
Beginning at a point on the Bellevue-King County boundary 900 feet east of 104th Avenue N.E. and 200 feet south of Northrup Way, thence proceeding southeasterly to an interchange with 108th Avenue N.E. projected; thence continuing southeasterly to N.E. 28th Street; thence to an interchange with Interstate Highway 405 (PSH 1-RE) where the route swings due east and overcrosses 116th Avenue N.E. and the Northern Pacific Railroad tracks; thence to a connection and intersection at grade with Northrup Way and 120th Avenue N.E.; and

PRIMARY STATE HIGHWAY NO. 1 (FAI405)
Beginning at the end of the existing four-lane section immediately north of the Midlakes Interchange at N.E. 8th Street; thence northerly, midway between 112th Avenue N.E. and 116th Avenue N.E., to a proposed interchange with Primary State Highway No. 1 (Evergreen Point Bridge Route) where the route swings gently to the east and north to lie closer to 116th Avenue. Beyond the interchange with PSH 1, this route overpasses Northrup Way and the Northern Pacific Railroad before climbing out of the Northrup Valley and leaving the north corporate limits of Bellevue in Section 20, Township 25 North, Range 5 East, W.M.

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in accordance with the plan approved by the Highway Commission on May 21, 1963, said plan being identical to that contained in the report to the City of Bellevue entitled "Bellevue Access Report No. 2" with the following three modifications:

1. Provide a westbound on-ramp in the northwest quadrant of the 108th Avenue N.E. Interchange.
2. Delete the connection of N.E. 28th Street to the frontage road (108th - 112th Avenue N.E.) in the vicinity of 110th Avenue N.E. and provide a cul-de-sac at the terminus of N.E. 28th Street.
3. Add the right of way necessary for the provision of an undercrossing at 24th Street N.E., contingent upon the understanding that the structure will be built only at such time as there is mutual agreement upon its justification between the City of Bellevue and the Highway Commission and provided it is approved by the Bureau of Public Roads for Federal Aid participation and that the Federal Aid funds are available for participation in its cost.

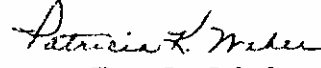
Section 2. That a copy of this resolution shall be transmitted to the Washington State Highway Commission at Olympia, Washington.

PASSED by the City Council this July 10, 1963, and signed in authentication of its passage this 10th day of July, 1963.


Scott McDermott
Mayer

(SEAL)

Attest:


~~Patricia K. Weber~~
City Clerk

FILED NO. 40275
CITY OF BELLEVUE
DATE 7-11-63
CITY CLERK Patricia K. Weber, Sup