

Ordinance No. 82137

AN ORDINANCE providing for the establishment of elevated highway structures and bridges on First Avenue South between East Marginal Way and West Marginal Way, and for connecting approaches to grade separations in the vicinity***; providing for limited access; for***establishing***grades; and providing that the cost ***be paid from the City Street Fund.

JUL 2 1953
 REC'D
 R. O. A. S. O.
 LIGHT

7/7/53 - pass
Council Bill No. 72520

INTRODUCED: JUL 6 1953	BY: STANLEY A. BENTLEY
REFERRED: JUL 6 1953	TO: Finance Streets & Sewers
REFERRED:	
REPORTED: JUL 13 1953	YETO:
SECOND READING: JUL 13 1953	PUBLISHED:
THIRD READING: JUL 13 1953	VETO SUSTAIN:
SIGNED: JUL 13 1953	PASSED OVER TO:
PRESENTED TO MAYOR: JUL 13 1953	APPROVED: JUL 13 1953
FILED: JUL 13 1953	PUBLISHED: JUL 25 1953
ENGROSSED:	BY: <i>[Signature]</i>
VOL. <i>12</i> PAGE <i>53</i>	
COMPARED BY:	

AND

O-82874 - acceptly awarded

CRS-124

ORDINANCE NO. 83187

AN ORDINANCE providing for the establishment of elevated highway structures and bridges on First Avenue South between East Marginal Way and West Marginal Way, and for connecting approaches to grade separations in the vicinity of the intersection of First Avenue South with Michigan Street, and in the vicinity of the intersection of First Avenue South with West Myrtle Street; providing for limited access; for the changing and establishing of the necessary grades; and providing that the cost of such improvement be paid from the City Street Fund.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that elevated highway structures and approaches on and adjacent to First Avenue South from East Marginal Way to West Marginal Way be and the same are hereby laid off, opened, widened, extended and established, and that access thereto be limited; that bridges be constructed in First Avenue South, together with approaches to grade separations in the vicinity of the intersection of First Avenue South with Michigan Street and in the vicinity of the intersection of First Avenue South with West Myrtle Street.

Section 2. That the grades of the following named streets, structures and approaches thereto be changed and established, at the following elevations above City Datum:

On First Avenue South, elevations upon the west roadway on an overhead structure.

At a point in the center line of said west roadway defined as Station "U"2+50, said point being 250 feet distant measured northerly along said center line from its intersection with the center line of East Marginal Way

Center Line

27.53 feet

At a point in the center line of said west roadway near its intersection with the center line of Front Street, said point being defined as Station "U"15+00.00 and being 1250 feet southerly from the last named point

Center Line

38.16 feet

CS-144

At a point in said west roadway defined as Station "U"19+22.00 which is 422 feet south from the last named point, at the point of curvature of a vertical curve
Center line 39.55 feet

At a point in said west roadway defined as Station "U"20+72.00 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve
Center line 41.47 feet

At a point in said west roadway defined as Station "U"21+38.00 which is 08 feet southerly from the last named point, at the point of curvature of a vertical curve
Center line 42.94 feet

At a point in said west roadway defined as Station "U"22+88 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve
Center line 44.99 feet

At a point defined as Station "U"20+33.89 which is 345.89 feet southerly from the last named point, the same being the point of intersection of the center line of said west roadway with the center line of the Duwamish Waterway as established by condemnation by King County Commercial Waterway District No. 1
Center line 40.72 feet

At a point in said west roadway defined as Station "U"37+80.00 which is 1,140.11 feet southerly from the last named point, at the point of curvature of a vertical curve
Center line 52.32 feet

At a point in said west roadway defined as Station "U"39+30.00 which is 200 feet southerly from the last named point, at the point of tangency of a vertical curve
Center line 50.32 feet

At the point of intersection of the center line of said west roadway with the center line of West Marginal Way
Center line 30.50 feet

On an approach from the west roadway on an overhead structure in First Avenue South to "Off Ramp 'TE-E'", both as established herein.

At a point in said approach defined as Station "E"0+00, the same being identical with Station "U"20+85.17 in said west roadway
Center line conformable to structure grades as established herein.

At a point defined as Station "E"5+08.00 which is 508 feet southerly from the last named point, at the point of curvature of a vertical curve
Center line 50.19 feet

At a point defined as Station "E"7+18.00 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve
Center line 47.98 feet

At a point defined both as Station "E"10+15.00 and as Station "TE"7+95.25, the same being a point in the center line of Ramp "TE-E" as heretofore described
Center line 36.98 feet

On an approach roadway from "On Ramp 'A'" to the west roadway on an overhead structure in First Avenue South,

At a point in said "On Ramp 'A'" defined as Station "A"7+62.03, at the point of tangency of a vertical curve
Center line 13.72 feet

At a point defined as Station "A"11+73.94, said point being 411.91 feet southerly from the last named point, at the point of curvature of a vertical curve
Center line 34.73 feet

At a point defined as Station "A"13+23.94 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve
Center line 40.49 feet

At a point in said approach roadway defined as Station "A"15+67.13 which coincides with Station "U"23+05.93 in the center line of the west roadway on an overhead structure in First Avenue South
Center line conformable to structure grades as established herein.

That the gradients shall be of a uniform rate of grade between the elevations established herein except where they are specified as lying in vertical curves.

Section 3. That access to the elevated highway structures and approaches on First Avenue South shall be between East Marginal Way and West Marginal Way, and access thereto shall be had only by means of the approach ramps described in Section 2 hereof.

Section 4. That all rights, privileges and other property necessary to be taken, used or damaged in the grading or construction of the approaches, or in the construction of the overhead structure on First Avenue South in conformity with the grades established in Section 2 hereof, are hereby condemned,

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appropriated, taken and damaged for the public use for such purposes; and said rights, privileges and other property are to be taken, damaged and appropriated only after just compensation has been made or paid into court for the owners thereof in the manner provided by law.

Section 5. That the entire cost of the improvement provided for in this ordinance shall be paid from the City Street Fund in accordance with the agreement with the State of Washington, Department of Highways, as set forth in Comptroller's File No. 220250 and authorized and accepted by Ordinance No. 81820.

Section 6. That the Corporation Counsel is hereby authorized and directed to begin and prosecute the actions and proceedings in the manner provided by law to condemn, take, damage and appropriate the lands and other property necessary to carry out the provisions of this ordinance.

Section 7. That in conducting said condemnation proceedings the Corporation Counsel is hereby authorized to stipulate for the purpose of minimizing damages including right of access and substitute roadways to be constructed and maintained by the City and any other matters pertinent to minimizing damages.

Section 8 This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 13 day of July, 1953,
and signed by me in open session in authentication of its passage this 13 day of July, 1953.
David Linn
President of the City Council.

Approved by me this 13 day of July, 1953.
Charles Towne
Mayor.

Filed by me this 13 day of July, 1953.

Attest: *A. Ashomas*
City Comptroller and City Clerk.

(SEAL)

Published _____

By *M. A. Perrine*
Deputy Clerk.

JUL 25 1953

June 26, 1953

Honorable City Council
Seattle, Washington

Gentlemen:

The attached Council Bills propose the condemnation of rights of way and the establishment of grades, etc., necessary for the 1st Avenue South Bridge and approaches thereto, together with the separation of grades made necessary by the anticipated traffic over these facilities.

The larger bill proposes the acquisition and demasing of the necessary land and would establish the grades on the easterly of the two contemplated bridges, the grade separations and their approaches, also the access roads to serve the adjacent property.

The smaller bill would establish grades for the future westerly bridge and the ramps to tie it into the system provided by the larger bill.

The consideration of the two together is to be recommended in order to obviate the necessity for further litigation at a later date with respect to the westerly bridge.

Yours very truly,


W. E. PARKER
City Engineer

CRS:dep

Encl.

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported

and Adopted

JUL 13 1953

Your Committee on Finance and Streets & Sewers

to which was referred C.B. 73539,

providing for the establishment of elevated highway structures and bridges on First Avenue South between East Marginal Way and West Marginal Way, and for connecting approaches to grade separations in the vicinity***; providing for limited access; for *** establishing *** grades; and providing that the cost *** be paid from the City Street Fund.

RECOMMEND THAT THE SAME DO PASS.

Harden

Fin.
Chairman

[Handwritten signature]

S&S
Chairman

Committee

Committee

"E"7+18.00 which is 150 feet southerly from the last named point at the point of tangency of a vertical curve.

Center Line 47.93 feet

At a point defined both as Station "E"10+13.00 and as Station "TE"74.9525, the same being a point in the center line of Ramp "TENE" as heretofore described.

Center Line 36.93 feet

On an approach roadway from "One Ramp A" to the west roadway on an overhead structure in First Avenue South.

At a point in said "One Ramp A" defined as Station "A"7+62.03, at the point of tangency of a vertical curve.

Center Line 13.72 feet

At a point defined as Station "A"11+73.94, said point being 411.91 feet southerly from the last named point, at the point of curvature of a vertical curve.

Center Line 34.73 feet

At a point defined as Station "A"13+23.94 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve.

Center Line 40.49 feet

At a point in said approach roadway defined as Station "A"15+67.13 which coincides with Station "U"24+05.93 in the center line of the west roadway on an overhead structure in First Avenue South.

Center line conformable to structure grades as established herein.

That the gradients shall be of a uniform rate of grade between the elevations established herein except where they are specified as lying in vertical curves.

Section 3. That access to the elevated highway structures and approaches on First Avenue South shall be between East Marginal Way and West Marginal Way, and access thereto shall be had only by means of the approach ramps described in Section 2 hereof.

Section 4. That all rights, privileges and other property necessary to be taken, used or damaged in the grading or construction of the approaches or in the construction of the overhead structure on First Avenue South in conformity with the grades established in Section 2 hereof, are hereby condemned, appropriated, taken and damaged for the public use for such purposes and said rights, privileges and other property are to be taken, damaged and appropriated only after just compensation has been made or paid into court for the owners thereof in the manner provided by law.

Section 5. That the entire cost of the improvement provided for in this ordinance shall be paid from the City Street Fund in accordance with the agreement with the State of Washington, Department of Highways, as set forth in Comptroller's File No. 229259 and authorized and accepted by Ordinance No. 81925.

Section 6. That the Corporation Counsel is hereby authorized and directed to begin and prosecute the actions and proceedings in the manner provided by law to condemn, take, damage and appropriate the lands and other property necessary to carry out the provisions of this ordinance.

Section 7. That in conducting said condemnation proceedings the Corporation Counsel is hereby authorized to stipulate for the purpose of minimizing damages including right of access and adjacent roadways to be constructed and maintained by the City and any other matters pertinent to minimizing damages.

Section 8. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 13th day of July, 1953, and signed by me on open session in authentication of its passage this 13th day of July, 1953.

DAVID LEVINE,
President of the City Council.

Approved by me this 13th day of July, 1953.

ALLAN POMEROY,
Mayor.

Filed by me this 13th day of July, 1953.

Attest: W. C. THOMAS,
City Comptroller and City Clerk.

C-2021

ORDINANCE NO. 82137

AN ORDINANCE providing for the establishment of elevated highway structures and bridges on First Avenue South between East Marginal Way and West Marginal Way, and for connecting approaches to grade separations in the vicinity of the intersection of First Avenue South with Michigan Street, and in the vicinity of the intersection of First Avenue South with West Myrtle Street; providing for limited access; for the changing and establishing of the necessary grades; and providing that the cost of such improvement be paid from the City Street Fund.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that elevated highway structures and approaches on and adjacent to First Avenue South from East Marginal Way to West Marginal Way be and the same are hereby laid off, opened, widened, extended and established, and that access thereto be limited; that bridges be constructed in First Avenue South, together with approaches to grade separations in the vicinity of the intersection of First Avenue South with Michigan Street and in the vicinity of the intersection of First Avenue South with West Myrtle Street.

Section 2. That the grades of the following named streets, structures and approaches thereto be changed and established, at the following elevations above City Datum:

On First Avenue South, elevations upon the west roadway on an overhead structure.

At a point in the center line of said west roadway defined as Station "U"2+50, said point being 250 feet distant measured north-

of Publication

ss.

duly sworn, on oath deposes and swears that he is the manager and one of the publishers in and through the publication of a daily newspaper, The Daily Journal of Seattle, published in the English language, published in the English language, published in Seattle, King County, Washington, and during all of said time was and is published at the aforesaid place of publication. That the said Daily Journal of Seattle, published in Seattle, King County, Washington, was published on the 13th day of June, 1911 approved as a law under the provisions of the city charter of said King County.

one copy of
NO 82137

was published in the regular issue

of said newspaper on the

July, 1953

and that said

At a point in the center line of said west roadway defined as Station "U" 2+50, said point being 250 feet distant measured north-erly along said center line from its intersection with the center line of East Marginal Way.
Center Line 2733 feet

At a point in the center line of said west roadway near its inter-section with the center line of Front Street, said point being defined as Station "U" 15+00.00 and being 1250 feet southerly from the last named point.
Center Line 3876 feet

At a point in said west roadway defined as Station "U" 19+22.50 which is 422 feet south from the last named point, at the point of curvature of a vertical curve.
Center Line 3935 feet

At a point in said west roadway defined as Station "U" 20+72.00 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve.
Center Line 4147 feet

At a point in said west roadway defined as Station "U" 21+28.00 which is 122 feet southerly from the last named point at the point of curvature of a vertical curve.
Center Line 4294 feet

At a point in said west roadway defined as Station "U" 22+88 which is 150 feet southerly from the last named point, at the point of tangency of a vertical curve.
Center Line 4499 feet

At a point defined as Station "U" 26+32.89, which is 345.89 feet southerly from the last named point, the same being the point of intersection of the center line of said west roadway with the center line of the Duwamish Waterway as established by con-demnation by King County Com-mercial Waterway District No. 1.
Center Line 4678 feet

At a point in said west roadway defined as Station "U" 27+89.90 which is 1,146.11 feet southerly from the last named point, at the point of curvature of a vertical curve.
Center Line 5232 feet

At a point in said west roadway defined as Station "U" 32+70.00 which is 290 feet southerly from the last named point, at the point of tangency of a vertical curve.
Center Line 5032 feet

At a point of intersection of the center line of said west roadway with the center line of West Marginal Way.
Center Line 2650 feet

On an approach from the west roadway on an overhead structure in First Avenue South to "Off Ramp" "F-E," both as established herein.

At a point in said approach defined as Station "U" 0+00, the same being identical with Station "U" 26+85.17 in said west road-way.
Center line conformable to structure grades as estab-lished herein.

At a point defined as Station "U" 5+68.09 which is 163 feet southerly from the last named point, at the point of curvature of a vertical curve.
Center Line 5019 feet

At a point defined as Station

Filed by me this 13th day of July, 1953.
Attest: W. C. THOMAS, Mayor, City Comptroller and City Clerk.
(Seal) By W. A. PERINE, Deputy Clerk.
Date of official publication in the Daily Journal of Commerce, Seattle, July 28, 1953. (C-2021)

arm of said newspaper on the
y 1953 and that said
scribed to its subscribers during

W. C. Thomas

Subscribed and sworn to before me this

25th day of July 1953

Notary Public in and for the State of Washington, residing at Seattle (This form officially sanctioned by Washington State Press Association) (Mount Form D)