AN ORDINANCE providing for the acquisition by condemnation of property *** necessary for *** construction of a grade separation and interchange, ***with***approach roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a limited access highway facility; for the widening***of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North;*** establishing***necessary grades; for*** slopes***; for***temporary access roadways; and***easements during construction; and providing that the entire cost shall be paid from the Seattle General Arterial Improvement Bond 195h Fund.

Council Bill No. §1568

MAR 1 3 1961	Streets & Sewers
MAR 1 3 1961.	TO: Streets & Sewers
REFERRED;	
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MAR 2 0 1961	MAR 2 0 1961,
PRESENTED TO MAYOR 1	AMARO 2 3 1961
MARK CLEEK 961	APR 1 5 1961
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Ordinance No.

AN ORDINANCE providing for the acquisition by condemnation of property *** necessary for *** construction of a grade separation and interchange, ***with***approach roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a limited access highway facility; for the widening***of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North;*** establishing***necessary grades; for*** slopes***; for**** establishing***necessary grades; for*** slopes***; for**** slopes***; for*** slopes***; for**** slopes***; for*****

Council Bill No. 81568

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See Beck Cover

A. A. (BO) H.Libel F.N.2 A. Q. C. O. Light Out. 90723 - Provides for acquisition of certain real prop from 21 of w + makes appropr from Scottle Gen. Art Improv Bonds 1854 Fund.

244148 - Rept of Law & Light Depts on Contemporation awards-GaseNo. 566846.

ord. 90830 - Accepts awards a makes appropri

ORDINANCE NO. 90098

AN ORDINANCE providing for the acquisition by sendemnstion of property and property rights necessary for the construction of a grade separation and interchange, together with the necessary applican roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a limited access highway facility; for the widening of a portion of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North; the changing or establishing of the necessary grades; for the right to construct slopes for cuts and fills upon certain property remaining; for the right to construct temporary access roadways; and for certain easements during construction; and providing that the entire cost shall be paid from the Seattle General Arterial Improvement

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That public necessity and convenience demand that the following described property be condemned in fee simple for limited access highway purposes as a site for a grade separation and interchange, together with the necessary approach roadways, to be established at the intersection of Montlake Boulevard with Lake Washington Boulevard North, to-wit:

That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning at a point on the east margin of Montlake Boulevard, distant 155.93 feet south of its intersection with the centerline of Hamlin Street; thence south 1°25°23" west along said east margin of Montlake Boulevard a distance of 213.94 feet; thence south 42028:57" east a distance of 150.11 feet; thence south 88°33'57" east along the north margin of Lake Washington Boulevard North, a distance of 590.23 feet; thence north 0°43°27.5" east a distance of 202.22 feet; thence north 8ge34.37" west a distance of 131.88 feet to the production south of the west line of Lot 11 as platted in Block 4, Montlake Park Addition as recorded in Volume 18 of King County Plats at page 20; thence north 1°25°23" east along said produced line a distance of 120.00 feet to the south line of the east and west alley in said block; thence north 88°34°37" west along said south line a distance of 15.00 feet; thence south 17048.44" west a distance of 88.60 feet; thence south 1025.23" west a distance of 76.50 feet; thence north 86°21°37" west a distance of 34.18 feet to a point of curvature; thence westerly along the arc of a curve to the right, having a radius of 400 feet, an arc distance of 49.68 feet to a point of tangency; thence north 79°14°37" west a distance of 255.24 feet to a point of curvature; thence westerly and northwesterly along the arc of a curve to the right, having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence north 27°21°37" west a distance of 3.00 feet to a point in the south line of Lot 1, Block 4, said Montlake Park Addition; thence north 88°34°37" west a distance of 26 feet to the point of beginning; ALSO,

That portion of Lot 1, Block 4, Montlake Park Addition as recorded in Volume 15 of King County Plats at page 20, described as follows: Beginning at the southwest corner of said lot; thence northerly along the west line thereof a distance of 31.00 feet; thence south 22°52°57° east a distance of 34.01 feet to a point in the south line of said lot; thence north 58°34°37° west a distance of 14.00 feet to the point of beginning; ALSO,

Lots 1 and 2, Block 5, Union City Addition as recorded in Volume 1 of King County Plats at page 39, except portion thereof lying northerly of the south line of Old Canal Right of Way (Canal Reserve); ALSO,

That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning on the south line of North Street at its intersection with the west line of West Montlake Place, as now established; thence wasterly along the southerly line of said North Street a distance of 120 feet; thence southwesterly at right angles to said southerly line a distance of 100 feet; thence easterly, parallel with said southerly line a distance of 9.45 feet; thence southwesterly in a straight line to a point on the northerly line of Roanoke Street, said point being distant 120 feet westerly of the intersection of said northerly line with the westerly line of West Montlake Place; thence easterly along the northerly line of Roanoke Street a distance of 120 feet to the westerly line of West Montlake Place as now established; thence northeasterly and northerly along said westerly line of West Montlake Place to the point of beginning.

Section 2. That public necessity and convenience demand that Lake Washington Boulevard North be and the same is hereby laid off, opened, widened, extended and established over and across the following described property, to-wit:

That portion of Lots 7, 8 and 9, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 39, described as follows: Beginning at the northwest corner of Lot 7, said block; thence easterly along the north line of said Lots 7, 8 and 9 a distance of 171.65 feet to a point on the north line of said Lot 9; thence south 83°11°04" west of distance of 173.85 feet to a point in the west line of said Lot 7; thence northerly along said west line a distance of 24.92 feet to the point of beginning.

Section 3. That public necessity and convenience demand that a temporary construction easement be acquired over and across the following described property, to-wit:

That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning at a point on the east margin of Montlake Boulevard, distant 155.93 feet south of its intersection with the centerline of Hamlin Street; thence south 88°34°37" east a distance of 26 feet to the true point of beginning; thence south 27°21'37" east a distance of 3.00 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence south 79°14°37" east a distance of 255.24 feet to a point of curvature; thence easterly along the arc of a curve to the left having a radius of 400 feet, an arc distance of 49.68 feet to a point of tangency; thence south 86°21'37" east a distance of 34.18 feet; thence north 1°25'23" east a distance of 61.50 feet; thence south 89°54°26" west a distance of 334.72 feet; thence westerly and northwesterly along the arc of a curve to the right, having a radius of 215 feet and an initial radial bearing of north 10°45'23" east, an arc distance of 194.94 feet; thence north 65°34°37" west a distance of 5.71 feet to the true point of beginning.

Said temporary construction easement to be in full force and effect until the proposed interchange is constructed and accepted by the City of Seattle and to become null and void and have no further effect on and after the date of official acceptance of said construction for the City of Seattle by its Board of Public Works.

Section 4. That public necessity and convenience demand that temporary easements be acquired for access roads over and across the following described property, to-wit:

That portion of Lots 11 and 12, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 39 described as follows: Beginning at the northeast corner of said Lot 12; thence southerly along the east line thereof a distance of 15 feet; thence westerly parallel with the north line of said lot a distance of 30 feet; thence northwesterly along a straight line to the northwest corner of the east 45 feet of Lot 11, said Block 6; thence easterly along the north line of said Lots 11 and 12 a distance of 105 feet to the point of beginning; TOGETHER WITH the

north 15 feet of vacated 24th Avenue North adjoining; ALSO,

a. 3

That portion of Old Canal Right of Way (Canal Reserve), in Section 21, Township 25 North, Range 4 East, W.M., described as follows: Beginning at the intersection of the south line of Lake Washington Boulevard North with the east line of 24th Avenue North as now established; thence southerly along said east margin a distance of 15 feet; thence easterly, parallel with said south margin a distance of 50 feet; thence northeasterly along a straight line to a point on the south line of Lake Washington Boulevard North, distant 110 feet easterly from the point of beginning; thence westerly along said south line a distance of 110 feet to the point of beginning; ALSO,

The west 25 feet of Lct 7, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 39; EXCEPT,

Portion thereof described in Section 2 hereof; ALSO.

Beginning at the northwest corner of Lot 1, Block 1, Glenwilde Addition as recorded in Volume 28 of King County Plats at page 10; thence easterly along the north margin of said Lot 1 a distance of 20 feet; thence southeasterly in a straight line to a point in the most westerly line of said Lot 1, said point being distant 50 feet southeasterly from the northwest corner of said lot as measured along said westerly line; thence northwesterly along said most westerly line a distance of 50 feet to the point of beginning.

Said temporary easements to be in full force and effect until the proposed interchange is constructed and accepted by the City of Seattle and to become null and void and have no further effect on and after the date of official acceptance of said construction for the City of Seattle by its Board of Public Works.

Section 5. In accordance with the provisions of R.C.W. 47.52.020 and R.C.W. 47.52.040, lines of Limited Access are hereby established as follows:

Beginning at a point on the east margin of Montlake Boulevard, distant 124.93 feet south of its intersection with the centerline of Hamlin Street; thence south 22°52'57" east a distance of 34.01 feet; thence south 88°34'37" east a distance of 12 feet; thence south 27°21'37" east a distance of 3.00 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left having a radius of 220 feet, an arc distance of 199.22 feet to a point of tangency; thence south 79°14"37" east a distance of 255.24 feet to a point of curvature; thence easterly along the arc of a curve to the left having a radius of 400 feet, an arc distance of 49.68 feet to a point of tangency;

thence south 86°21'37" east a distance of 55.68 feet; thence south 1°26'03" west a distance of 10.20 feet; thence south 88°33'57" east a distance of 55.00 feet to a point of curvature; thence along the arc of a curve to the left having a radius of 1482.80 feet, an arc distance of 95.49 feet to a point opposite Mainline Centerline Station 46+50. Line of limited access to be beneath a bridge to be constructed at approximate Mainline Centerline Station 45+20.57 and shall have no effect thereon; ALSO,

Beginning 73.50 feet south 00°43°27" west of Mainline Centerline Station 46+50; thence north 88°33°57" west a distance of 170.26 feet to a point of curvature; thence southwesterly along the arc of a curve to the left, having a radius of 1774.58 feet, an arc distance of 232.34 feet to a point of compound curvature; thence southwesterly along the arc of a curve to the left, having a radius of 2974 feet and an initial radial bearing of north 6°04°10" west an arc distance of 110.51 feet to a point of tangency; thence south 81°48°06" west a distance of 72.56 feet; AND,

Beginning at a point on the westerly line of 22nd Avenue North, distant 89.63 feet north of the intersection of the westerly line of 22nd Avenue North and the northerly line of Roanoke Street; thence north 90°00° west a distance of 107.4 feet to an angle point; thence north 73°30° west a distance of 55.7 feet to a point on the easterly line of West Montlake Place; thence north 50°26°34" west a distance of 6 feet to an angle point and the true point of beginning; thence south 39°33'26" west a distance of 134 feet; thence north 88°33°49" west a distance of 15 feet to a point of curvature; thence westerly and southwesterly along the arc of a curve to the left having a radius of 125 feet, an arc distance of 90 feet; thence northwesterly along a straight line a distance of 13 feet more or less to a point on the west margin of West Montlake Place, midway between the intersection of the south line of Roanoke Street with the northwest boundary of West Montlake Place, and the intersection of a line 180 feet northerly from and parallel with the north margin of Louisa Street with the northwesterly margin of West Montlake Place.

Section 6. That the grades of the following named streets, structures and approaches thereto be changed and established at the following elevations above City Datum, to-wit:

Lake Washington Boulevard North from Montlake Boulevard to a point which bears south 00°43°27" west from Mainline Centerline Station 46+50, be widened at existing grade;

On the Mainline Centerline from Station 33+00 to 46+50 inclusive: Beginning at said Centerline Station 33+00 at a point on tangent;

Centerline 26.55 feet

at a point north 73°07'50" east, distant 185.80 feet from the last named point at a point of vertical curvature;

Centerline 30.27 feet

thence continuing north 73°07°50 east, distant 311.61 feet from the last named point to a point of horizontal curvature; thence along the arc of a curve to the right, having a radius of 1600 feet an arc distance of 458.39 feet to a point of vertical tangency;

Centerline 26.27 feet

thence continuing easterly along said curve to the right an arc distance of 22.74 feet to the point of tangency of said horizontal curve; thence south 88°33'57" east a distance of 71.46 feet to a point of vertical curvature;

Centerline 23.44 feet

thence continuing south 88°33°57° east a distance of 200.00 feet to a point of vertical tangency;

Centerline 19.79 feet

thence continuing south 85°33°57" east a distance of 70.00 feet to Station 46+50 at a point of vertical tangency;

Centerline 19.33 feet

on an approach roadway hereinafter known as East-Montlake Ramp: Beginning at the intersection of the centerline of Montlake Boulevard with the centerline of Hamlin Street; thence south 88°34°37° east, along said centerline of Hamlin Street a distance of 39.18 feet; thence south 3°02°29° east a distance of 134.96 feet to a point of horizontal curvature;

Centerline in conformity with Montlake-East Roadway;

thence southerly and southeasterly along the arc of a curve to the left, having a radius of 196.69 feet an arc distance of 77.53 feet to a point of vertical curvature;

Centerline 55.22 feet

thence continuing along said arc of a horizontal curve to the left an arc distance of 147.11 feet to a point of horizontal compound curvature; thence easterly along the arc of a horizontal curve to the left having a radius of 409.66 feet and an initial radial bearing of south 21°31°15° west an arc distance of 2.89 feet to a point of vertical tangency;

Centerline 48.39 feet

thence continuing along said arc of a horizontal curve to the left an arc distance of 114.97 feet to a point of horizontal tangency; thence south 84°57°48° east along the tangent to said curve a distance of 195.27 feet to a point of vertical curvature;

Centerline 26.67 feet

thence continuing along said tangent to said hori:ontal curve, a distance of 37.76 feet to a point of horizontal curvature; thence easterly and northeasterly along the arc of a curve to the left having a radius of 1500 feet, an arc distance of 152.24 feet to a point of vertical tangency;

Centerline 18.42 feet

thence continuing along said horizontal curve to the left an arc distance of 60 feet to a point on the curve at a point opposite Mainline Centerline Station 46+50;

on Montlake Boulevard, beginning on the centerline of Hamlin Street, 6.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1°25°23" west a distance of 97.22 feet to a point of horizontal curvature, hereinafter referred to as point "A";

Centerline at existing grade

thence southerly and southeasterly along the arc of a horizontal curve to the left, having a radius of 866 feet, an arc distance of 30.78 feet; thence westerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline West Roadway 57.11 feet

at a point on said horizontal curve, 110.78 feet southeasterly of a point hereinbefore referred to as point "A"; thence westerly along a radial from said point, a distance of 30 feet to a point of vertical tangency;

Centerline West Roadway 55.59 feet

at a point on said horizontal curve 151.30 feet southeasterly of a point hereinbefore referred to as point "A"; thence easterly along a radial from said point, a distance of 26 feet to a point of vertical curvature;

Centerline East Roadway 55.01 feet

at a point on said horizontal curve, 211.30 feet southeasterly of a point hereinbefore referred to as point "A"; thence easterly along a radial from said point a distance of 24 feet to a point of vertical tangency;

Centerline East Roadway 54.28 feet

at a point on said horizontal curve, 341.79 feet southeasterly of a point hereinbefore referred to as point "A" at the junction of Montlake East and West Roadway, at a point of vertical curvature;

Centerline 53.99 feet

at a point on said horizontal curve, 75 feet southeasterly of the last named point at a point of vertical tangency;

Centerline 52.67 feet

at a point on said horizontal curve, 69.34 feet southeasterly of the last named point, hereinafter referred to as point "B"; thence continuing along said horizontal curve to the left a distance of 3.16 feet to a point of vertical curvature;

Centerline 50.50 feet

at a point on said horizontal curve, 100 feet southeasterly of the last named point at a point of vertical tangency;

Centerline at existing elevation, 49.21 feet

on West-Montlake Ramp: Beginning at a point hereinbefore referred to as point "B"; thence south 39°33'26" west a distance of 146.40 feet to a point of vertical curvature;

Centerline 49.11 feet

at a point 50 feet south 39°33'26" west of the last named point, at the point of vertical tangency;

Centerline 48.35 feet

thence continuing south 39°33'26" west, distant 5.34 feet from the last named point to a point of horizontal curvature; thence southwesterly along the arc of a curve to the right, having a radius of 416.74 feet, an arc distance of 72.08 feet to a point of horizontal compound curvature; thence southwesterly and westerly along the arc of a curve to the right having a radius of 217.01 feet and an initial radial bearing of south 40°31'58" east an arc distance of 103.32 feet to a point of vertical curvature;

Centerline 46.54 feet

at a point on said horizontal curve, distant 49.88 feet westerly from the last named point at a point of horizontal compound curvature; thence northwesterly along the arc of a curve to the right having a radius of 420. West and an initial radial bearing of south 0°05.04" was an arc distance of 121.70 feet to a point of horizontal tangency; thence north 73°30°35" west a distance of 28.42 feet to a point of vertical tangency;

Centerline 39.54 feet

thence continuing north 73°30°35" west a distance of 184 feet more or less to a point opposite Mainline Centerline Station 33+00;

on Montlake-East Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1°25°23" west, parallel with the centerline of Montlake Boulevard, a distance of 97.22 feet; thence south 2°15°25" west a distance of 159.41 feet to an angle point;

Centerline in conformity with Montlake-West Roadway

thence south 17°33'56" east a distance of 203.49 feet to a point of horizontal curvature; thence southeasterly and southerly along the arc of a curve to the right having a radius of 258.00 feet, an arc distance of 105.28 feet to a point of vertical curvature;

Centerline 52.54 feet

at a point on said horizontal curve, 40 feet southerly of the last named point at a point of vertical tangency;

Centerline 51.58 feet

at a point on said horizontal curve, 99.00 feet southerly of the last named point, said point being distant 0.69 feet southerly of a point of horizontal compound curvature having a radius of 508.16 feet and an initial radial bearing of south 53°28°10" east the same being a curve to the right, at the point of vertical curvature;

Centerline 48.64 feet

thence at a point 91.16 feet southwesterly of the last named point at a point of horizontal compound curvature; thence southwesterly along the arc of a curve to the right having a radius of 168.83 feet, and an initial radial bearing of south 43.06.50 east, an arc distance of 58.84 feet to a point of vertical tangency;

Centerline 44.86 feet

at a point 16.00 feet southwesterly of the last named point, said point being distant 0.22 feet northeasterly of a point of horizontal compound curvature having a radius of 91.00 feet and an initial radial bearing of south 17°34°25" east the same being a curve to the right, at a point of vertical curvature;

Centerline 44.54 feet

at a point on said horizontal curve, 150 feet northwesterly of the last named point at the point of vertical tangency;

Centerline 40.53 feet

at a point on said horizontal curve, 105 feet northerly of the last named point, said point being distant 3.40 feet southwesterly of a point of horizontal compound curvature having a radius of 200.45 feet and an initial radial bearing of north 35°08'32" west the same being a curve to the right, at a point of vertical curvature;

Centerline 37.08 feet

at a point on said horizontal curve, 69.21 feet northeasterly of the last named point at a point of horizontal compound curvature; thence northeasterly and easterly along the arc of a curve to the right having a radius of 2992 feet and an initial radial bearing of north 16°19'48" west an arc distance of 80.79 feet to a point of vertical tangency;

Centerline 33.86 feet

at a point on said horizontal curve, 226 feet easterly of the last named point, at a point of vertical curvature;

Centerline 31.60 feet

at a point on said horizontal curve 100 feet easterly of the last named point at a point of vertical tangency;

Centerline 29.72 feet

at a point on said horizontal curve, distant 128.99 feet easterly of the last named point at a point of horizontal compound curvature; thence easterly along the arc of a curve to the right having a radius of 1675.87 feet and an initial radial bearing of north 6°04'10° west, an arc distance of S2.01 feet to a point of vertical curvature;

Centerline 23.91 feet

thence continuing along said horizontal curve to the right a distance of 137.46 feet to a point of horizontal tangency, at a point opposite Mainline Centerline Station 44.64.46, at which station the grades on Montlake-East Ramp conform to the grades of the Mainline Centerline;

on Montlake-West Ramp: Beginning on the centerline of Hamlin Street, 40.50 feet westerly of its intersection with the centerline of Montlake Boulevard; thence south 1°25°23" west, parallel with the centerline of Montlake Boulevard, a distance of 97.22 feet; thence south 2°15° west a distance of 194.44 feet to a point of horizontal curvature;

Centerline in conformity with Montlake-West Roadway;

thence southerly and southwesterly along the arc of a curve to the right, having a radius of 174.60 feet, an arc distance of 27.45 feet to a point of vertical curvature;

Centerline 55.18 feet

thence continuing along said arc of a curve to the right, an arc distance of 182.97 feet to a point of horizontal tangency; thence south 70°28'24" west a distance of 17.03 feet to a point of vertical tangency;

Centerline 47.18 feet

thence at a point 146.85 feet south 70°25'24" west from the last named point at a point of vertical curvature;

Centerline 36.15 feet

thence at a point 170.00 feet south 70°28'24" west from the last named point at a point of vertical tangency;

Centerline 28.03 feet

thence continuing south 70°28'24" west 100 feet more or less to a point opposite Mainline Centerline Station 33+00;

Centerline 26.08 feet

on the 24th Avenue North Overpass: Beginning on the centerline of Lake Washington Boulevard North, 99.97 feet south 1°26'03" west of Mainline Centerline Station 45+20.57;

Centerline at existing elevation 40.10 feet

thence north 1°26°03" east a distance of 49.97 feet to a point of vertical curvature;

Centerline 40.25 feet

at a point 100 feet north 1°26°03" east of the last named point, at a point of vertical tangency;

Centerline 39.82 feet

at a point 48.85 feet north 1°26°03" east of the last named point, at a point of vertical curvature;

Centerline 39.33 feet

at a point 50.00 feet north 1°26'03" east of the last named point, at a point of vertical tangency;

Centerline 38.21 feet

Section 7. That in the grading and regrading of Lake Washington
Boulevard North, as set forth in Section 2 hereof, the City shall acquire the
right in the case of a cut to remove the lateral support of the property abutting
on said street, and in every case the right to remove said lateral support shall
include the right to carry the slopes back into and extending upon the abutting
real property one foot horizontally for each foot of depth of cut, and in the
case of a fill the right shall be acquired to extend and maintain upon the
abutting real property slopes of one and one-half (1-1/2) feet horizontally
for each foot of elevation of fill for the purpose of providing lateral support
for said street, reserving unto the abutting property owners, respectively,
the right at any time to replace said cut slopes and to remove said fill slopes
upon providing and maintaining other adequate lateral support.

Section 8. That pursuant to authority contained in R.C.W. 47.52.050, all lands described in Section 1 hereof as necessary for and designated by Section 5 hereof as a Limited Access Highway, are hereby condemned, appropriated and damaged for such purpose; and pursuant to authority contained in R.C.W. 8.12.030 all property and property rights described in Sections 2, 3 and 4 hereof are hereby condemned, appropriated, taken and damaged for said purpose; that all lands, rights, privileges and other property necessary to be taken, used or damaged in the grading of said street and limited access highway in conformity with the grades established in Section 6 hereof, and in the construction of the necessary slopes for cuts or fills upon the real property abutting upon said street as set forth in Section 7 hereof, are hereby condemned, appropriated, taken or damaged for the public use for such purposes. All such lands, 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 9. That the entire cost of the improvement provided for by this ordinance shall be paid from the Seattle General Arterial Improvement Bond 1954 Fund.

Section 10. That the Corporation Counsel be, and he 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 11. That in conducting said condemnation proceedings, the Corporation Counsel is hereby authorized to stipulate for the purpose of minimizing damages, including the right of access and substitute roadways to be constructed and maintained by the City, and any other matters pertinent to minimizing damages.

(To be used for all Ordinances except Emergency.)

Section 12. 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 20 day of March 19 6/.

and signed by me in open session in authentication of its passage the 20 day of March 19 6/.

President of the City Council.

Approved by me this 23 day of March 19 6/.

Filed by me this 23 day of March 19 6/.

Attest: City Comptroller and City Clerk.

(SEAL)

Published APR 15 1961

By M. G. Plenty Clerk.



CITY OF SEATTLE

Gordon S. Clinton, Mayor

DEPARTMENT OF ENGINEERING

ROY W. MORSE, CITY ENGINEER MEMBER, BOARD OF PUBLIC WORKS

March 13, 1961

Re: Montlake Interchange.

Honorable City Council Seattle, Washington

Gentlemen:

We are submitting herewith a council bill providing for the acquisition by condemnation of the necessary property and property rights for the Montlake Interchange as a part of the 6-year Capital Improvement Program. The entire cost of such acquisition is to be paid from the Seattle General Arterial Improvement Bonds 1954 Fund.

This council bill is in accordance with the recommendations of the Streets and Sewers Committee as a result of the statutory hearing on limited access and the agreement executed between the State, City and Toll Bridge Authority. It does not provide for the acquisition of the property which the State is to acquire as set forth in Comptroller's File No. 2h20h8.

We respectfully recommend the passage of this council bill which has the approval of the Corporation Counsel as to form.

Yours very truly,

ROY W. MORSE City Engineer

EMW: HK Encl.

cc. Mayor Clinton

Principal Asst. City Engineer

The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported and Adopted

MAR 20 1961

Your Committee on

Streets and Sewers

to which was referred C.B. 81568,

providing for the acquisition by condemnation of property *** necessary for *** construction of a grade separation and interchange, *** with *** approach roadways, in the vicinity of Lake Washington Boulevard North and Montlake Boulevard, as a part of a Mashington Boulevard North and Manufake Boulevard, as a part of a limited access highway facility; for the widening *** of Lake Washington Boulevard North between Montlake Boulevard and 24th Avenue North; *** establishing *** necessary grades; for *** slopes ***; for ***temporary access roadways; and *** easements during construction; and providing that the entire cost shall be paid from the Seattle General Arterial Improvement Bond 1954 Fund,

		THAT THE SAME DO	Within	Acting Chairman
	Chairm:		1	
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			Self-Manual Co.	
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TO THE PERSON OF THE PARTY OF T			1	Y
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			ALC: NO.	

City of Seattle

OFFICE OF THE COMPTROLLER

Sealtle 4, Washington



December 29 1961

Re: Condemnation for Montlake Interchange King County Cause #566846 City Ordinance #90098

Mr. Norman R. Riddell King County Clerk Seattle Washington

Dear Sir:

I am today paying into the registry of the King County Superior Court the sum of \$313,649.74 to apply on the awards, costs and interest in the subject condemnation; as shown on the following schedule:

\$313,268.00 Awards 279.50 Costs 102.24 Interest \$313,649.74

The awards in the aforementioned condemnation were accepted by the City Council, under Ordinance #90830, copy of which is enclosed.

Yours very truly,

City Comptroller

ORBINANCE No. 50008

AN ORBINANCE providing for the action of property and property rights necessary for the construction of a grade separation and interchange, together with the separation of a grade separation and interchange, together with the separation of a grade separation and interchange, together with the separation of a separation of the separation and separation of the separation of the separation in the separation of the separation of the separation in the separation of the separati struct slopes for cuts and fills upon certain property remain-ing; for the right to construct temporary access roadways; and for certain easements dur-ling construction; and provid-ing that the entire cost shall be paid from the Seattle Gen-eral Arterlal Improvement Bond 1934 Pund.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

OF SEATTLII AS FOLLOWS:
Section 1. That public necessity and convenience demand that the following described property be condemned in fee simple for limited access highway purposes and interchange, together with the necessary approach readways, to be established at the intersection of Montiake Boulevard with Lake Washington Boulevard North, 10-wit:

That portion of Old Canal Risks of Way (Canal Reserve) in Section 21, Township 25 North, Range 6 East, Warth, Range 6 East, Rang

point of beginning; Also,
Lots 1 and 2, Block5, Union
City Addition as recorded in
Volume 1 of King County Plats
at page 39, except portion
thereof lying northerly of the
aouth line of Old Canal Right
of Way (Canal Reserve); Also,

south line of Old Canal Right of Way (Canal Reserve); ALSO,
That portion of Old Canal Right of Way (Canal Reserve) in Section 21. Township 25 North, Kanga 4 East, W. M., described as follows: Regin, Street at its intersection with the west line of West Montlake Place, as now established; thence westerly along the Street at distance of 120 feet; thence southwesterly at right angles to said southerly line a distance of 100 feet; thence southwesterly at right angles to said southerly line a distance of 9.45 feet; thence southwesterly in a straight line to a point on the mortherly line a float distant 120 feet westerly of the intersection of said northerly line with the westerly line of westerly and settle with the westerly line of westerly of Roanoke Street a distance of 120 feet to the westerly line of Roanoke Street a distance of 120 feet to the westerly line of West worldshed; thence northersterly along said westerly line of West Montlake Place to the point of beginning.

Section 2. That public he-

ning.
Section 2. That public ne-cessity and convenience demand that Lake Washington Boule-vard North be and the same is hereby laid off, opened, widened, extended and established over and across the following de-scribed property, to-will

That portion of Lots 7, 8 and 3, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 32, described as follows: Beginning at the northwest corner of Lot 7, said block, thence easterly along the north line of soid Lots 7, 8 and 2, a dis

to become all and void and have no further effect on and after the date of official acceptance of said construction for the City of Scattle by its Board of Public Works.

Section 4. That public necessity and convenience demand that temporary easements be acquired for access roads over and across the following described property, to-wit:

or access roads over and across he following described property.

o-wit:

That portion of Lots 11 and 12, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page grant of the property of the country law of the country law of the country length of the country length of the country length of the cast line thereof a distance are left with the north line of said lot a distance of 30 feet; thence northwesterly along a straight the east 45 feet of Lot 11, said Block 8; thence easterly along the aorth line of said lot a list of the line of said lot a list of the line of said lots 11 to the point of beginning; TO-GETHER WITH the north 15 feet of vacated 24th Avenue North adjoining; ALSO,

That portion of Old Canal Right of Way (Canal Reserve); The country law of the line of the south line of Lake Washington Boules of 24th Avenue North as now established; thence southerly along said east margin a distance of 15 feet; thence east-fundamental adjustance of the country long as straight line to a point on the Boulevard North, distant 110 feet east-fundamental adjustance of the country long and country line a distance of the point of beginning; thence westerly along said count line a distance of the point of beginning; thence westerly along said south line a distance of Lot 7, Block 8, Union City Addition as recorded in Yolume 1 of the surface of 15 feet; thence east-fundamental adjustance of 15 feet; thence past-fundamental adjustance of the surface of t

The west 25 feet of Lot 7, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 29; EXCEPT.

King County Plats at page 29; EXCEPT.

Portion thereof described in Section 2 hereof; ALSO,

Reginaling at the northwest corner of Lot I, Block I, Glenwilde Addition as recorded in Yolume 28 of King County Polymer 28 of King County erly along the north margin of said Lot I, distance of 20 feet; thence southeasterly in a straight line to a point in the case of the county of the

Point or negiming.
Said temporary easements to be
in full force and effect until the
proposed interchange is conproposed interchange is conof Seattle and to become null and
void and have no further effect
on and after the date of official
acceptance of said construction
Board of Public Works.

Section 5. In section 1.

acceptance of said construction for the City of Seattle by its Board of Public Works.

Section S. In accordance with the provisions of R. C. W. 47:52-62 and R. K. M. 47:52-62 and R. M. 47:52-62

Mainline Center Station 45-42057 and shall have no effect
thereon; ALSO,
Beginning 73.50 feet south
60° 43' 27' west of Mainline
Centerline Station 164-50;
a distance of 170.35 feet to a
point of curvature; then ce
southwesterly along the arc of
a curva to the left, having,
arc distance of 170.35 feet to a
point of compound curvature; then ce southwesterly
along the arc of a curva to
a point of compound curvature; then ce southwesterly
along the arc of a curva to
2574 feet and an initial radial
bearing of north 6' e4' 10'
west an arc distance of 110.51
thence south 81' 43' 66' west
a distance of 72.55 feet; AND,
Beginning at a point on the
westerly line of 27nd Avenue
North distant 85.63 feet north
of the intersection of the weststylline of south of the
of west a distance of 107.4
feet to an angle point of the
canterly line of West Monta
10' 31' west a distance of 10'
10' 11' 11' west and the
true point of beginning; thence
tance of 124 feet; thence sorth
\$5. 23' 45' west a distance of
15 feet to a point of curvatings of the point of the
states of 124 feet; thence sorth
\$5. 23' 45' west a distance of
15 feet to a point of curva-

88° 33' 57" east a distance of 71.46 feet to a point of vertical curvature:

Centerline 23.44 feet

thence continuing south \$8* 22' 57" east a distance of 260.00 feet to a point of vertical tan-gency;

Centerline 19.79 feet

thence continuing south 88° 33' 57" east a distance of 70.00 feet to Station 46+50 at a point of vertical tangency;

Centerline 19.33 feet

Centerline 19.32 feet
on an approach roadway hereinafter known as East-Monthalf the following the content of the centerline of the centerline of Montlake Boulevard with
the centerline of Hamlin Street; thence south 58° 34° 37°
east, along said centerline of Hamlin Street a distance of
39.18 feet; thence south 3° 92°
22° cast a distance of
curvature; of horizontal curvature;

Centerline in conformity with Montlake-East Roadway;

itence southerly and south-easterly along the arc of a curve to the left, having a radius of 196.65 feet an arc distance of 77.53 feet to a point of vertical curvature;

Centerline 55.22 feet

Centerline 65.22 feet thene continuing along said are of a horizontal curve to the left an are distance of 147.11 feet to a point of horizontal compound compound to the are of a horizontal curve to the left having a radius of 495.56 feet and an initial radial bearing of south 12 12 1 27 57 west an are distance of 2.35 feet to a point of vertical languacy;

Centerline 48.39 feet

Centerine 4.37 feet thence continuing along said are of a horizontal curve to the left an arc distance of 114.27 feet to a point of horizontal tangency; thence south 84* 57* 48* east along the tangent to said curve a distance of 195.27 feet to a point of vertical curv-ature;

thence continuing along said tangent to said horizontal to a polar of horizontal to to a polar of horizontal curva-ture; thence easterly and northeasterly along the arc of a curve to the left having a radius of 12.24 feet to a point of vertical tangency;

cance of 15.24 feet to a point of vertical tangency:

Centerline 18.42 feet thence continuing along said horizontal curve to the left an apoint on the curve at a point on the curve at a point station 44.45;

on Montlake Boulevard, beginning on the centerline of Hamilio Street, 6.50 feet westerly of 1ts intersection with the centerline of 12.5° and 12.2° west a distance of 97.22° to 12° west a distance of 97.22 feet to a point of horizontal to as point "A";

Centerline at existing grade thence south 1 conterline at existing grade

grade there southerly and south-cance southerly and south-casterly along the arc of a horizontal curve to the left, having a radius of \$86 feet, an arc distance of 20,78 feet, thence westerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline West Roadway 57.11 feet

57.11 feet at a point on said horizontal curve, 110.78 feet southeaster-ly of a point hereinbefore re-ferred to as point "A"; thence westerly along a radial from said point, a distance of 30 feet to a point of vertical tangency;

Centerline West Roadway

at a point on said horizontal curve 151.30 feet southeasterly of a point hereinbefore refer-red to as point "A"; thence easterly along a radial from said point, a distance of 25 feet to a point of vertical curv-ature;

Centerline East Roadway 55.91 feet

55.91 feet at a point on said horisontal curve, 211.39 feet southeaster-ly of a point hereinbefore re-ferred to as point "A"; thence easterly along a radial from said point a distance of 24 feet to a point of vertical tangen-cy;

Centerline East Roadway 54.28 feet

54.28 feet a point en said horizontal curve, 341.79 feet southeasterly of a point hereinbefore referred to as point "A" at the junction of Montiake East and West Roadway, at a point of vertical curvature;

Centerline 53.99 feet

at a point on said horizontal curve, 75 feet southeasterly of the last named point at a point of vertical tangency;

Centerline 52.67 feet

Centerline 53.5; feet at a point on said horizontal curve, 53.34 feet southcasterly of the last named point, hereinafter referred to as point 15°, there are not southcasterly contained the southcasterly of the left a distance of 3.15 feet to a point of vertical curvature; Centerline 50.50 feet

at a point on said horizontal curve, 100 feet southeasterly of the last named point at a point of vertical tangency;

Centerline at existing ele-

on West-Montlake Ramp: Be-ginning at a point hereinbefore referred to as point "B"; thence south 33" 33' 26" west a dis-tance of 146.40 feet to a point

Centerline 27.08 feet

Centerline 37.08 feet

Centerline 40.53 feet

at a point on said horizontal curve. 105 feet northerly of the said of the south westerly of a point of horizontal curvaterly of a point of horizontal compound curvature have ing a radius of 206.45 feet and word; otherwise it shall take from the 35 of 32 cr west the same being a curve to the city charter.

Passed by the City Council the 20th day of March, 1961, and 20th day of March, 1961.

David Devine Section 12. This ordinance shall take effect and be in force thirty days from and attended by the city charter.

Centerline 27.08 feet

Centerline 37.08 feet
at a point on said herizontal
curve, 62.1 feet northeasterly
of the last named point at a
point of horizontal compound
curvature; thence northeastcir'y and easterly along the arof a curve to the right having
initial radial bearing of north
16° 19° 48° west an arc distance of 8.79 feet to a point
of vertical tangency;
Centerline 23.88 feet

Centerline 33.86 feet

at a point on said horizontal curve, 226 feet easterly of the last named point, at a point of vertical curvature; Centerline 31.60 feet

at a point on said horizontal curve 100 feet easterly of the last named point at a point of vertical tangency; Centerline 29.72 feet

Centerline 29.72 feet at a point on said horizontal curve, distant 128.59 feet easterly of the last named point at a point of horizontal compound along the are of a curve to the right having a radius of 1675.87 feet and an initial radial bearing of north 5° 04′ 10° west, an arc distance of \$5.01 feet ture.

Centerline 13.91 feet
thence continuing along said
honored in the content of the right
distance of 137.46 feet to a
point of horizontal tangency,
at a point opposite Mainline
Centerline Station 44-64.48, at
which station the grades on
honored the Mainline
Centerline;
on Montlake-West Ramp; Begining on the centerline of
Hamilin Street, 40.59 feet westerly of its intersection with
the centerline of Montlake
Boulevard; thence south 1° 25°
centerline of Montlake Boulevvard, a distance of 97.22 feet;
thence south 2° 18° 25° west a
distance of 194.44 feet to a
point of horizontal curvature;
Centerline in conformity

point of horizontal curvature;

Centerline in conformity
with Montlake - West
Roadway:
thence southerly and routhwesterly along the arc of a
radius of height, having a
radius of height can arc
distance of 27.45 feet to a
point of vertical curvature;

Centerline 55.18 feet

thence continuing along said are of a curve to the right, an are distance of 1823? feet to a point of horizontal tangency; thence south 70° 28° 24° west a distance of 17.03 feet to a point of vertical tangency;

Centerline 47.18 feet

thence at a point 146.85 feet south 70° 28° 24° west from the last named point -- a point of vertical curvature; Centerline 36.16 feet

thence at a point 170.00 feet south 70° 28' 24" west from the last named point at a point of vertical tangency;

Centerline 28.08 feet thence continuing south 70° 28' 24" west 100 feet more or less

Centerline in conformity upon providing and maintaining with Montlake-West other adequate lateral support.

centerline in conferently with Montia in Rev West Roadway

thence south 17: 31: 54" east the control of horizontal curvature, thence southeasterly and southerly along the are of a curve to the right having a radius of 105.25 feet to a point of 105.25 feet to a point of vertical curvature, and a point on said horizontal curve, 49 feet southerly of the last named point at a point of vertical tax point of vertical tax

ranh beling a curve to the fight, at the possible use for such purposes, right, privileges curvature.

Centerline 48.44 feet thence at a point of 11.6 feet southwesterly of the last named point at the point of vertical tangency;

Centerline 48.54 feet to a point of vertical tangency;

Centerline 48.55 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to a point of vertical tangency;

Centerline 48.56 feet to the purpose of minimizing dampenda of the last named point at the point of vertical tangency;

Centerline 48.56 feet to the purpose of minimizing dampenda of the purpose of minimizing dam

Approved by me this 23rd day of March, 1961.

Filed by me this 23rd day of March, 1961.

(Seal) By W. A. PERINE, Deputy Clerk.



there westerly and received there westerly and many the arc of a radius of 220 feet, an arc distance of 193.22 feet to a point of tancency; thence north 27.20 feet to a point of tancency; thence north 27.20 feet to a point of tancency; thence north 27.20 feet to a point of tancency; thence north 27.20 feet to a point line of Lot 1, Block 4, said Montlake Park Addition; thence north 88° 24° 27° west a distance of 25 feet to the point of beginning; ALSO.

of beginning; ALSO,

That portion of Lot 1, Elock
4, Montinke Park Addition as
recorded in Volume 18 of King
County Plats at page 20, described as follows: Heginning
at the southwest corner of said
lot; thence northerly along
the west lime thereof a distance of 21.00, feet; thence
tance of 34.01 feet to a point
in the south line of said lot;
thence north 88° 24° 37° west
a distance of 14.00 feet to the
point of beginning; ALSO,
Lots I and 2 Blocks Union

Lots 1 and 2. Blocks, Union Clty Addition as recorded in Volume 1 of King County Plats at page 29, except portion thereof lying northerty of the south line of Old Canal Right of Way (Canal Reserve); ALSO,

south line of Old Canal Right of Way (Canal Right of Way (Canal Reserve); ALSO, That portion of Old Canal Right of Way (Canal Reserve) in Section 21, Township 25 North, Range 4 East, W. M. described as follows Begin Rection 21, Township 25 North, Range 4 East, W. M. described as follows Begin Right of the Street at its Intersection with the west line of West Monthake Place, as now established; thence westerly along the southerly line of said North Street a distance of 120 feet; thence southwesterly at right angles to said southerly line a distance of 245 feet; thence southwesterly in a straight line to a point on the northerly line of Roamoke Street, said point being distant 120 feet westerly of the intersection of said northerly line with the westerly of the intersection of said northerly line with the westerly of the intersection of said northerly line of Roamoke Street a distance of 120 feet to the westerly line of Roamoke Street a distance of 120 feet to the westerly line of Roamoke Street a distance of 120 feet to the westerly line of Roamoke Street a distance of 120 feet to the westerly line of Roamoke Street a distance of 120 feet to the westerly line of Roamoke Place to the West Montlake Place as now established; thence northeasterly line of West Montlake Place to the point of beginning.

Soction 2. That public ne-

Section 2. That public ne-cessity and convenience demand hat Lake Washington Boule-ard North be and the same is nereby laid off, opend, widened, xiended and established over nod across the following de-cribed property, to-wit:

That portion of Lots 7, 8 and 9, Block 6, Union City Addition as recorded in Volume 1 of King County Plats at page 39, described as follows: Beginning at the northwest containing at the northwest contain the second of the said Lots 7, 8 and 9, 8 distance of 171.85 feet to a point on the north line of said Lot 9; thesce south 83° 11° 04° west a distance of 173.85 feet to a point in the west line of said Lot 7; thence northerly along said west line a distance of 25.92 feet to the point of beginning.

Section 3. That public neces-sity a n d convenience demand that a temporary construction easement be acquired over and across the following described property, to-wit:

namement be acquired over and cross the following described roperty, to-wit:

That portion of Old Canal Right of Way (Canal Reserve) in Section 21. Township 25 North. Range 4 East, W. M. described as follows: Beginning at a point on the east listent of the control of the cont

Said temporary construction ease-ment to be in full force and effect until the proposed inter-change is constructed and ac-cepted by the City of Scattle and

for the City of Scattle by its Board of Public Works.

Section 5. In accordance with the provisions of R. C. W. 47.52.-920 and R. C. W. 47.52.040, lines of Limited Access are hereby es-tablished as follows:

co and R. C. W. 47.52.040, lines of Limited Access are hereby esablished as follows:

Beginning at a point on the east margin of Montiake Boulevard, distant 124.52 feet south of its intersection with the centerline of Hamila Street; thence south 27.52 for east thence south 27.52 for east on the south 88° 34' 37' east a distance of 12 feet; thence south 27' 21' 37' east a distance of 3.00 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left having a radius of 222 feet to a point of tangency; thence south 72' 14' 37' east a distance of 255.24 feet to a point of tangency; thence south 72' 14' 37' east a distance of 255.24 feet to a point of curvature; thence casterly along the arc of a curve to the left having a radius of 400 feet, an arc distance of 10.20 feet; thence south 82' 21' 37' east a distance of 55.00 feet to a point of curvature; thence south 82' 21' 37' east a distance of 55.00 feet to a point of curvature; thence south 85' 21' 37' east a distance of 55.00 feet to a point of curvature; thence south 85' 21' 37' east a distance of 35.40 feet to a point opposite thereon; becauth 85' 22' 57' east a distance of 35.40 feet to a point opposite the south 85' 21' 37' east a distance of 35.40 feet to a point opposite to be constructed at approximate to be beneath a bridge to be constructed at approximate Mainline Center Station 45-20.57 and shall have no effect thereon; ALSO,

Beginning 73.50 feet south 60' 42' 27' west of Mainline

thereon; ALSO,

Beginning 73.50 feet south
00° 42° 27° west of Mainline
Centerline Station 46450;
thence north 88° 21° 57° west
a distance of 170.36 feet to a
point of curvature; the neces
southwesterly along the arrow
a radius of 1774.58 feet, an
are distance of 222.34 feet to
a point of compound curvature; the neces outhwesterly
along the are of a curve to
the left, having a radius of
2374 feet and an initial radial
bearing of north 6° 44′ 16°
west an are distance of 110.71
thence south 81° 48′ 06° west
a distance of 72.56 feet; AND,
Beginning at a point on the

thence south \$1' 48' 66' west a distance of 72.55 feet; AND. Beginning at a point on the westerly line of 22nd Avenue North, distant \$9.63 feet north of the intersection of the western of the intersection of the country 12' 30' west a distance of 55.7 feet to a point on the casterly line of West Month of the intersection of an angle point and the true point of beginning; thence south \$3' 23' 25' west a distance of 13' feet; the western of 13' feet; the second of 15' feet to a point of curvature; thence westerly and a carre to the left having a radius of 125' feet; an arc distance of \$9' feet; thence northwesterly along a straight line a distance of 13' feet more of Roanoko Street with the northwesterly along a straight line a distance of a point on the west margin of West Montlake Place, and the intersection of a line 189 feet northerly from and parallel with the northwesterly margin of West Montlake Place.

Section 6. That the grades of the following named streets,

Section 5. That the grades of the following named streets, structures and approaches there-to be changed and established at the following elevations above City Datum, to-wit:

Lake Washington Boulevard North from Montlake Boulevard to a point which bears south 00° 43° 27° west from Maintine Centerline Station 46-50, be widened at existing grade;

On the Mainline Centerline from Station 33+99 to 45+50 inclusive: Beginning at said Centerline Station 32+99 at a point on tangent;

Centerline 26.55 feet

at a point north 73" e7' 50" east, distant 185.80 feet from the last named point at a polis' of vertical curvature:

Centerline 30,27 feet

Centerine 302; feet thence continuing north 73° 67' 50" east, distant 311.61 feet from the last named point to a point of horizontal curvature; thence along the arc of a curve to the right, having a radius of 182.33 each an arc distance of 182.33 and point of ver-tical tangency;

Centerline 26.27 feet

thence continuing easterly along said curve to the right an are distance of 22.74 feet to the point of tangency of said horizontal curve, thence south

One escitation of Mentinas, Donievard, there meath 1 25, 22" west a distance of 97.22 feet to a point of herizontal curvature, hereinafter referred to as point "A";

Centerline at existing

thence southerly and south-easterly along the arc of a horizontal curve to the left, having a radius of 856 feet, an arc distance of 30.75 feet; thence westerly a distance of 30 feet on a radial from said point to a point of vertical curvature;

Centerline West Roadway

at a point on said horizontal curve, 110.78 feet southeaster-ly of a point hereinbefore re-ferred to as point "A"; thence westerly slong a radial from said point, a distance of 36 feet to a point of vertical tangency;

Centerline West Roadway

at a point on said horizontal curve 151.30 feet southeasterly of a point hereinbore, the esterly along a radial from said point, a distance of 26 feet to a point of vertical curv-ature.

Centerline East Roadway 55.01 feet

at a point on said horizontal curve, 211.30 feet southeanter-rered point hereinbefore re-tage point "A"; thence earterly along a radial from said point a distance of 24 feet to a point of vertical tangen-or;

Centerline East Roadway 54.28 feet

at a point on said horizontal curve, 341.79 feet southeast-erly of a point hereinbefore re-ferred to as point "A" at the junction of Montlake East and West Roadway, at a point of vertical curvature! Centerline 53.99 feet

at a point on said horizontal curve, 75 feet southeasterly of the last named point at a point of vertical tangency;

Centerline 52.67 feet

at a point on said horizontal curve, 69.14 feet southeasterly of the last named point, here-inafter referred to as point "B"; thence continuing along said horizontal curve to the left a distance of 3.16 feet to a point of vertical curvature;

Centerline 50.50 feet

at a point on said horizontal curve, 100 feet southeasterly of the last named point at a point of vertical tangency;

Centerline at existing ele-vation, 49.21 feet

on West-Montlake Ramp: Be-ginning at a point hereinbefore referred to as point "B"; thence south 35" 31" 26" west a dis-tance of 146.40 feet to a point of vertical curvature;

Centerline 49.11 feet at a point 50 feet south 39° 33' 26" west of the last named point, at the point of vertical tangency;

Centerline 48.35 feet

Centerline 46.54 feet

Centerline 46.54 feet
at a point on said horizontal
curve, distant 42.88 feet westerly from the last named point
at a point of horizontal compound curvature; thence northwesterly along the arc of a
curve to the right having a radius of 420.71 feet and an initial radial bearing of south
of borizontal tangency; thence
north 73° 30° 35° west a distance of 28.42 feet to a point of
vertical tangency;
Centerline 29.54 feet

of vertical tangency Centerline 33.86 feet

at a point on said horizontal curve, 225 feet easterly of the last named point, at a point of vertical curvature; Centerline 31.60 feet

at a point on said horizontal curve 100 feet easterly of the last named point at a point of vertical tangency:

Centerline 29.72 feet

Centerline 22.72 feet
at a point on said horizontal
curve, distant 128.99 feet easterly of the last named point at
a point of horizontal compound
curvature: the n.c. easterly
along the arc of a curve to the
right having a radius of 147.55 feet and an initial radial bearing of north 5° 04' 16' weat,
an arc distance of \$2.01 feet
to a point of vertical curvature:

Centerline 23.91 feet

Centerine 3.3.91 feet thence continuing along said horizontal curve to the right a distance of 137.46 feet to a point of horizontal tangency, at a point opposite Mainline Centerline Station 44-64.46, at which station the grades on Montiake-East Pamp conform to the grades of the Mainline Centerline;

Centerline:
on Montlake-West Ramp: Hestinning on the centerline of liamlin Street, 40.50 feet west-orly of its intersection with 15 to 15

Centerline in conformity with Montlake - West Roadway;

thence southerly and south-westerly sions the are of a curve to the right, having a radius of 174.50 feet, an are distance of 27.45 feet to a point of vertical curvature;

Centerline 55.18 Seet

thence continuing along said arc of a curve to the right, an arc distance of 15297 feet to a point of horizontal tangency; thence south 70° 28° 24° west a distance of 17,04 feet to a point of vertical tangency;

Centerline 47.18 feet

thence at a point 146.85 feet south 70° 28' 24" west from the last named point at a point of vertical curvature;

Centerline 36.16 feet

thence at a point 170.00 feet south 70° 28' 24" west from the last named point at a point of vertical tangency;

Centerline 28.08 feet

thence continuing south 70° 28' 24" west 100 feet more or less to a point opposite Mainline Centerline Station 23+00;

Centerline 26.08 feet

on the 24th Avenue North Overpass: Beginning on the centerline of Lake Washington Eoulevard North, 99.37 feet south 1° 26° 63° west of Main-line Centerline Station 45+20.57

Centerline at existing ele-vation 40.15 feet

thence north 1' 26' 03" east a distance of 49.97 feet to a point of vertical curvature;

Centerline 40.25 feet

at a point 100 feet north 1° 26' e3" east of the last named point, at a point of vertical tangency;

Centerline 39.82 feet

at a point 48.85 feet north 1° 26° 03° sest of the last named point, at a point of vertical curvature;

Centerline 39.33 feet

at a point 50.00 feet north 1° 25' 03" east of the last named point, at a point of vertical tangency;

Centerline 38.21 feet

curve to the right having a radius of 420.71 feet and an initial radial bearing of south of 05° 04° east, an arc distance of 12.10 feet to a point of horizatal tangency: the distance of 12.11 feet to a point of vertical tangency:

Centerline 23.54 feet
thence continuing north 73° 18° 18° west a distance of 18.10° west, parallel with the centerline of Montlake Boulevard, and in the case of a fill the right of the purpose of providing lateral ruport for said street, reserving a distance of 15.24° teet thence south 1° 18° 25° west a distance of 15.44° feet to an angle point;

(Seal) By W. A. PERINE, Deputy Clerk. Date of official publication the Daily Journal of Commerce Scattle, April 15, 1981. (C-576)

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STATE OF WASHINGTON, COUNTY OF KING

M. E. Brown, being first duly sworn, on oath deposes and says that he is the business manager and one of the publishers of The Daily Journal of Commerce, a daily newspaper. That said newspaper is a legal newspaper and it is now and has been for more than six months prior to the date of the publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the said Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of said King County.

That the annexed is a true copy of

ORDINANCE NO 90098

.......... as it was published in the regular issue (and not in supplement form) of said newspaper on the -15th day of April 1961 and that said newspaper was regularly distributed to its subscribers during all of said period.

Subscribed and sworn to before me this

April 1961 day of

My Drown

5 Games all

Notary Public in and for the State of Washington, residing at Seattle trhis form officially sanctioned by Washington State Press Association.