

ENVIRONMENTAL RE-EVALUATION CONSULTATION

Note: The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for re-evaluations required under the National Environmental Policy Act (NEPA). It is designed to provide FTA with information needed to do a re-evaluation. In lieu of the worksheet, the sponsoring agency may submit the same information in a different format. Submission of the worksheet by itself does not meet NEPA requirements. FTA must concur in writing with its determination and/or the sponsoring agency's NEPA recommendation. Contact the FTA Region 10 office at (206) 220-7954 if you have any questions regarding this worksheet. We strongly encourage you to contact us to discuss your project changes before you fill out this worksheet.

<i>For Agency Use</i>	
<i>Date Received:</i>	
<i>Recommendation by Planner or Engineer:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Regional Counsel:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</i>

Please answer the following questions, fill out the impact chart and attach project area and site maps.
 Using a site map from the previously approved NEPA document, show project changes using a different color. Include additional site maps to help reviewer understand project changes.

PROJECT TITLE		
Madison Bus Rapid Transit (BRT) Project		
LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.		
Title: Madison Bus Rapid Transit (BRT) NEPA Re-evaluation Date: June 16, 2020 Type and Date of Last Federal Action: NEPA Re-evaluation, September 6, 2019		
Title: Madison Bus Rapid Transit (BRT) NEPA Re-evaluation Date: September 6, 2019 Type and Date of Last Federal Action: NEPA Documented Categorical Exclusion, December 27, 2017		
Title:	Date:	Type and Date of Last Federal Action

HAS THE MOST CURRENT AND OTHER PERTINENT APPROVED ENVIRONMENTAL DOCUMENTS BEEN RE-READ TO COMPARE PROPOSED PROJECT CHANGES?

☐ **NO (STOP! The most current approved environmental document MUST be re-read prior to completing a re-evaluation.)**

☒ **YES** **NAME:** NEPA Documented Categorical Exclusion, Re-evaluation **DATE:** 12/27/2017, 9/6/2019

IS THE PROJECT CURRENTLY UNDER ☒ **DESIGN** **OR** ☐ **CONSTRUCTION?**

REASON FOR RE-EVALUATION

Since publication of the DCE and Re-evaluation, SDOT has identified additional design variances and updates to project commitments during final design.

DESCRIPTION OF PROJECT CHANGES OR NEW INFORMATION

SDOT has identified the following project updates that will be described in this worksheet: change in platform height, new ADA ramps, an additional permanent easement, eliminate an environmental commitment, and new construction staging areas.

Platform Height:

The platform heights would be lowered from 13 to 9 inches at the following stations: eight sidewalk platforms east of 14th Ave, five sidewalk platforms in Downtown and the sidewalk platform on Spring St at 8th Ave, and the island platform on Madison St at 8th Ave. The three center-island platforms on First Hill and Capitol Hill would remain at 13 inches. The interim station on 1st Ave would be unchanged and constructed at the existing sidewalk elevation. See Attachment 1 for the platform heights at project stations.

New ADA Ramps:

SDOT has identified a concurrent non-project activity to add ADA-accessible curb ramps at some intersections with unmarked crosswalks along the project corridor. The project would not affect the existing unmarked crosswalks, but through paving and other work, the project would trigger a City policy requirement under Director's Rule 01-2017 Right-of-Way Opening and Restoration Rules to add ADA ramps where they are missing. The alternative to adding ADA ramps would be to close the crosswalks. A crosswalk might be considered for closing if volumes are low and/or alternative crossings are nearby that do not add an unreasonable distance for pedestrians. However, closing these unmarked crosswalks was not approved by the City Traffic Engineer, and therefore, ADA-accessible curb ramps are required due to paving and other construction activities associated with the project. Given that the crosswalks will remain open and that the project triggers the need to update or install ADA ramps, the concurrent non-project activity would add up to 25 ADA curb ramps at the locations shown in table and figures in Attachment 2. The location at Spring St and 6th Ave would require a WSDOT construction permit.

Additional Permanent Easement:

During final design, the project determined that the location of two existing traffic signal poles proposed to be replaced and a new pedestrian light pole were on private property outside of the right-of-way, and therefore would require an easement. The two traffic signal poles and the pedestrian light pole were included in the project described in the 2017 DCE, and there is no change to the project design. SDOT would acquire a permanent easement from Seattle University on the south side of the intersection of 11th Ave and E Madison St to replace the two traffic signal poles and construct the new pedestrian light pole. See Attachment 3 for the location of the permanent easement.

Environmental Commitments:

The following environmental commitment was included in the 2017 DCE. Install traffic calming measures and improved bicycle and pedestrian crossings at arterial streets on the following non-arterial streets to provide safe bicycle and pedestrian access to BRT Stations: 9th Ave and University St between Spring St and Boylston Ave; Denny Way between Broadway and 21st Ave; 22nd Ave between Denny Way and Pine St; and Pine St and 29th Ave between 22nd Ave and Madison St.

This commitment was not included to mitigate an impact but rather to respond to requests from stakeholders to include a bicycle connection on or parallel to Madison St. SDOT's intent was to implement these Neighborhood Greenways identified in the Bicycle Master Plan as concurrent non-project activities. The projects were not intended to mitigate an identified impact of the project. SDOT updated the Bicycle Master Plan Implementation Plan in 2019 and these Neighborhood Greenways were not prioritized for implementation in 2019 to 2024. Protected bike lanes (PBLs) on Pike St and Union St were included in the implementation plan as they were considered a higher priority for implementation. These PBLs would provide a similar function as parallel bicycle facilities for Madison St. SDOT proposes to delete the mitigation commitment for the project since other bicycle facilities in the current implementation plan would provide connectivity and meet the intent of the commitment by the project.

New Construction Staging Areas:

The project has recently incorporated five new construction staging areas overlapping with, but partially outside of, the previously defined Section 106 APE from July 2019. All new staging areas are located within the public right-of-way and are shown in Attachment 4. The staging areas are at the following locations:

- South side of E Pike St between 13th Ave and 14th Ave (east section is within the APE)
- North side of E Pine St between 17th Ave and 18th Ave (west section is within the APE)
- West side of 18th Ave between E Pine St and E Madison St (north section is within the APE)
- West side of 20th Ave between E Pine St and E Olive St (north section is within the APE)
- South side of Arthur Pl between 27th Ave and MLK Jr Way E (east section is within the APE)

Access to adjacent properties fronting the right-of-way at new staging areas will be maintained. The staging areas will be secured by chain link fencing and used for the storage of materials and equipment. Personal vehicles and field offices will not be allowed in the staging areas. Material stockpiles within staging areas are limited to 10 feet in height. The staging areas will be used for up to 6 months. The Resident Engineer may grant an extension of the time period, subject to considerations of impacts on the community and to the project schedule.

Schedule Change:

Start of construction has been delayed from 2020 to Q1 2021 due to an extended design schedule and funding commitments. Service start will change to 2024.

HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT? If yes, please explain.

- ☒ **NO**
☐ **YES**

WILL THE NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW? For each impact category, please indicate whether there will be a change in impacts. For all categories with a change, continue to the table at the end of this worksheet and provide detailed descriptions of the impacts as initially disclosed, new impacts and a discussion of the changes. The change in impact may be beneficial or adverse.

Transportation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Land Use and Economics	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Acquisitions, Displacements, & Relocations	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Neighborhoods & Populations (Social)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Visual Resources & Aesthetics	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Air Quality	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Noise & Vibration	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Ecosystems (Vegetation & Wildlife)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Water Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Energy & Natural Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Geology & Soils	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Hazardous Materials	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Public Services	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Historic, Cultural & Archaeological Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Parklands & Recreation	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Construction	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Secondary and Cumulative	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Will the changed conditions or new information result in revised documentation or determination under the following federal regulations?

Endangered Species Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Magnuson-Stevens Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Farmland Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 404-Clean Water Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Floodplain Management Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Hazardous Materials	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 106 National Historic Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uniform Relocation Act	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Section 4(f) Lands	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 6(f) Lands	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Wild & Scenic Rivers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Barriers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Zone	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Sole Source Aquifer	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
National Scenic Byways	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If you checked yes to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the new project: The permanent easement will require compliance with the Uniform Relocation Act.

Will these changes or new information likely result in substantial public controversy?

☐ Yes ☒ No

Comments:


COMMENTS:

CONCLUSIONS AND RECOMMENDATIONS:

LIST OF ATTACHMENTS:

SUBMITTED BY:

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

Name Eric Tweit  Title Project Manager	Date June 16, 2020
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Federal Transit Administration, Region10

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts
Transportation	<p><i>Vehicle Travel Times</i></p> <ul style="list-style-type: none"> Westbound vehicle travel time would increase by approximately 4.2 minutes in PM Peak. Eastbound vehicle travel time would increase by about 3.9 minutes. <p><i>Transit Travel Times</i></p> <ul style="list-style-type: none"> The 2019 updated analysis showed that there would be no new significant impacts from those identified in the 2017 DCE. <p><i>Intersection LOS</i></p> <ul style="list-style-type: none"> The 2019 updated analysis showed that all intersections would operate at an acceptable LOS with mitigation. <p><i>Emergency Vehicle Access</i></p> <ul style="list-style-type: none"> Changes in emergency vehicle access and routes to hospitals located on the BRT route. 	<ul style="list-style-type: none"> A concurrent non-project activity to add up to 25 ADA-accessible curb ramps at unmarked crosswalks along the project corridor. These proposed changes would improve safety and accessibility along the corridor. Delete the traffic calming measures and improved bicycle and pedestrian crossings at arterial streets (Neighborhood Greenways) mitigation commitment for the project since it would not mitigate an identified impact and other bicycle facilities would provide connectivity and meet the intent of the commitment. Platform height would be lowered from 13 to 9 inches at many stations. The new bus fleet under procurement for the project will be designed to adjust bus level to provide near-level boarding at both 13-inch and 9-inch platforms. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Land Use and Economics	<ul style="list-style-type: none"> There are no anticipated impacts related to land use and economics that would result from the project. 	No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation.	There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.

Acquisitions, Displacements, & Relocations	<ul style="list-style-type: none"> One permanent easement at private property to accommodate the BRT center island station. The easement area is currently used for access and a portion of the patio. 	<ul style="list-style-type: none"> One permanent easement acquisition on Seattle University property would replace existing signal poles and construct new pedestrian light pole. 	<ul style="list-style-type: none"> The acquisition is not expected to have a long-term effect on use of the site because the project will not change the existing use or the future development potential of the property.
Neighborhoods & Populations (Social)	<ul style="list-style-type: none"> Construction related impacts would occur in the immediate vicinity of the project site. Construction would be sequenced so as to move along the project corridor, which would shorten the duration of impacts in any one area. No minority or low-income populations would be disproportionately affected, nor would the project disrupt underlying community cohesion or hinder access to key services. 	<ul style="list-style-type: none"> No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Visual Resources & Aesthetics	<ul style="list-style-type: none"> The project will not require the addition of new OCS poles and wires for the BRT service. 	<ul style="list-style-type: none"> Platform height would be lowered from 13 to 9 inches at many stations. The BRT station platforms would blend into the urban character of the corridor. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Air Quality	<ul style="list-style-type: none"> Although the change in fleet vehicles would result in an increase in vehicle emissions, the net benefit of the project would 	<ul style="list-style-type: none"> No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.

	still result in lower emissions than under current conditions.		
Noise & Vibration	<ul style="list-style-type: none"> Noise and vibration impacts are expected to be less than significant for all land use categories. 	<ul style="list-style-type: none"> No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Ecosystems (Vegetation & Wildlife)	<ul style="list-style-type: none"> The 2019 amended Biological Assessment Letter of “No Effect” concluded that the project would have no effect on any ESA-listed species or on any designated critical habitat for any listed species. Similarly, it concluded that the project would have no adverse effect on designated essential fish habitat. 	<ul style="list-style-type: none"> No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Water Resources	<ul style="list-style-type: none"> Stormwater detention and water quality treatment facilities would be installed in accordance with the City’s Stormwater Code and in compliance with the City’s NPDES Municipal Stormwater Permit and national water quality standards Although the project would increase the amount of impervious surface, upgrades to the stormwater system are expected to be beneficial. 	<ul style="list-style-type: none"> No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.

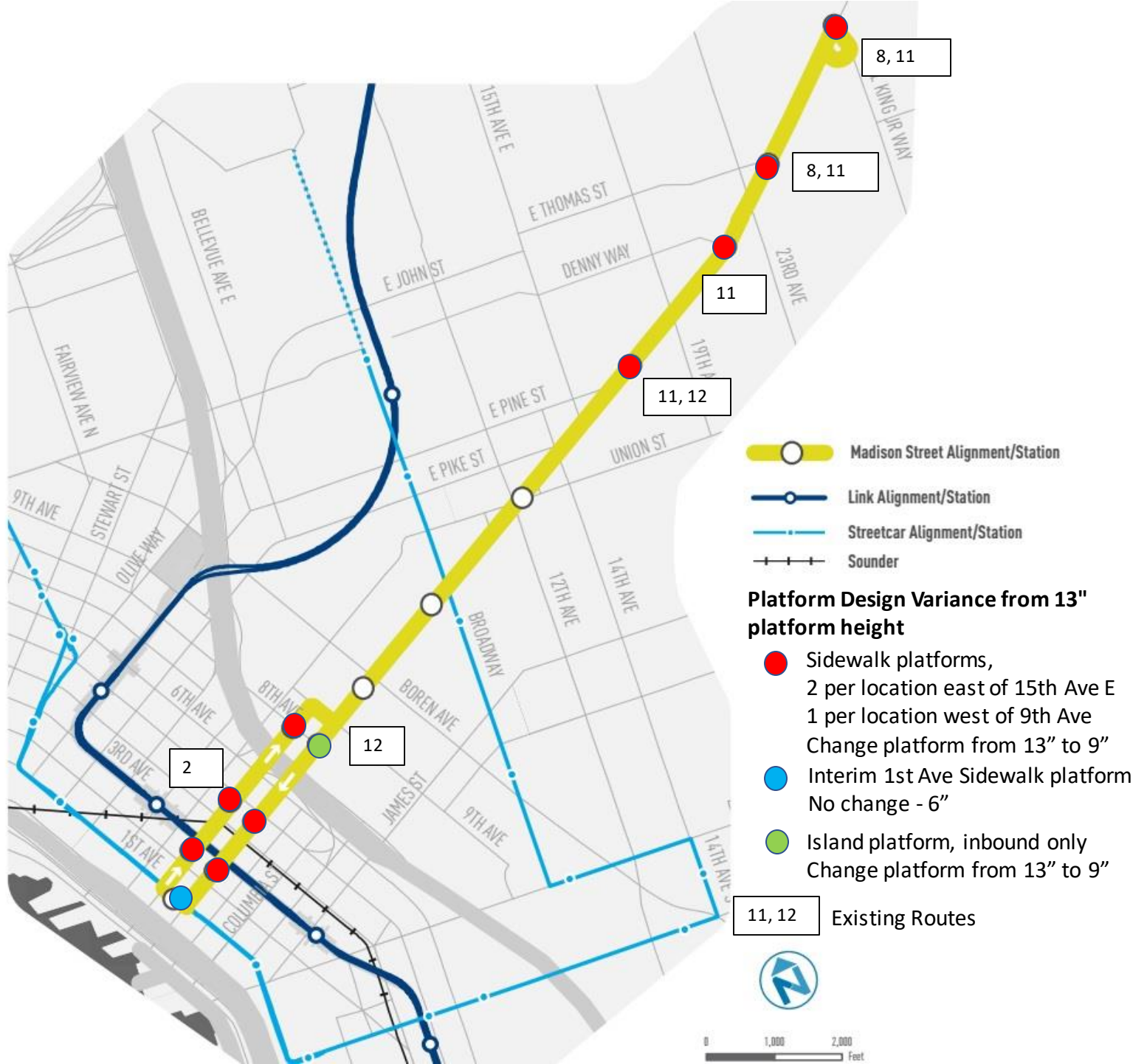
Energy & Natural Resources	<ul style="list-style-type: none"> • SDOT will utilize diesel hybrid buses to meet the operational needs of the project. Although the change in fleet vehicles would result in an increase in vehicle emissions, the net benefit of the project would still result in lower emissions than under current conditions. 	<ul style="list-style-type: none"> • No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> • There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Geology & Soils	<ul style="list-style-type: none"> • There are no anticipated impacts related to geology or soils that would result from the project. 	<ul style="list-style-type: none"> • No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> • There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Hazardous Materials	<ul style="list-style-type: none"> • There is the potential for hazardous wastes to be released during channelization or if construction related hazardous materials are spilled during construction. • Pre-existing contaminated material may be encountered during site grading or subsurface work. 	<ul style="list-style-type: none"> • No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> • There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Public Services	<ul style="list-style-type: none"> • There are no anticipated impacts to public services that would result from the project. 	<ul style="list-style-type: none"> • No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> • There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Utilities	<ul style="list-style-type: none"> • The project would replace existing stormwater infrastructure impacted by the project. All 	<ul style="list-style-type: none"> • No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> • There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.

	changes to the stormwater system are expected to be beneficial.		
Historic, Cultural & Archaeological Resources	<ul style="list-style-type: none"> • Ground-disturbing activities could encounter old roadways or other infrastructure. 	<ul style="list-style-type: none"> • The new staging areas would have no impact on historic, cultural and archaeological resources. The staging areas would be located entirely within public right-of-way and used for the storage of materials and equipment. Access to adjacent properties fronting the right-of-way at the new staging areas will be maintained. There will be no ground disturbing activities. • There is no change to the existing Section 106 APE because there is no potential for any effect to historic, cultural or archaeological resources. 	<ul style="list-style-type: none"> • The new staging areas would not change previous determinations made under Section 106 of the National Historic Preservation Act.
Parklands & Recreation	<ul style="list-style-type: none"> • No new OCS poles would be located near parks. 	<ul style="list-style-type: none"> • No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> • There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.
Construction	<ul style="list-style-type: none"> • Construction impacts would include noise, vibration, and dust impacts to areas immediately adjacent to active work sites. • Impacts would include temporary closures of 	<ul style="list-style-type: none"> • The start date of construction has been delayed from 2020 to Q1 2021. 	<ul style="list-style-type: none"> • There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.

	sidewalks and traffic lanes, requiring detours for pedestrians, transit, and motor vehicle traffic. <ul style="list-style-type: none"> There would be brief disruptions in utility service due to the need to relocate or connect to existing utilities. 		
Secondary and Cumulative	<p>Construction</p> <ul style="list-style-type: none"> Potential cumulative construction impacts with other projects in the area. SDOT will continue its ongoing Major Projects coordination with representatives of SDOT, the Washington State Department of Transportation, King County Metro, Washington State Ferries, the Port of Seattle, and Community Transit. <p>Operation</p> <ul style="list-style-type: none"> Cumulative effects on transportation over the long term would be neutral, and possibly beneficial, as the transportation networks increase services and operate more safely and efficiently. On-street parking reduction and channelization changes would result in cumulative 	<ul style="list-style-type: none"> No new impacts are anticipated from those described in the 2017 DCE and 2019 Re-evaluation. 	<ul style="list-style-type: none"> There would be no new significant impacts from those identified in the 2017 DCE and 2019 Re-evaluation.

	transportation impacts.		
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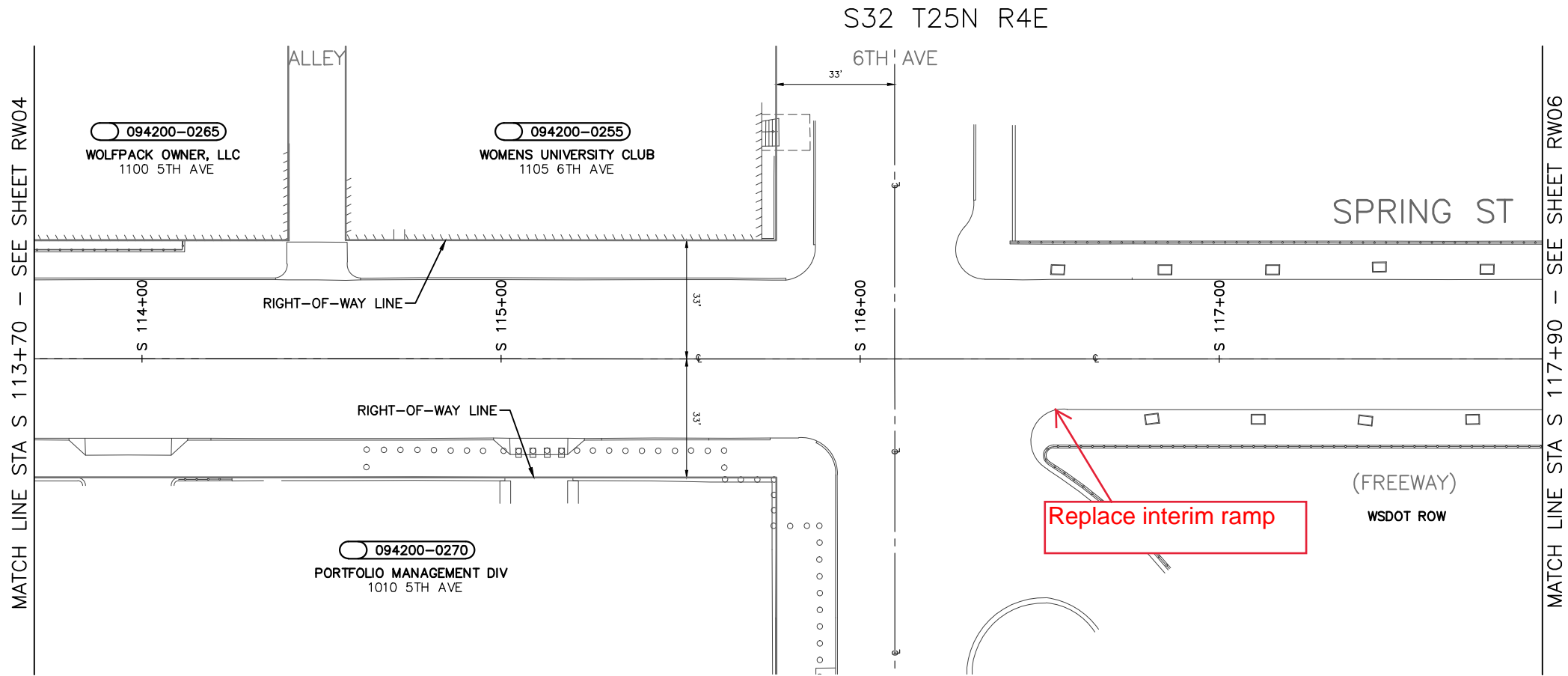
Attachment 1
Platform Height Location Map



Attachment 2
New ADA Ramps

Madison BRT Project NEPA Re-evaluation June 2020
Attachment 2 – New ADA Ramps

Intersection	Description
6th Ave/Spring St	<ul style="list-style-type: none"> • Replace existing interim ramp at southeast corner for crossing Spring Street; WSDOT construction permit required.
E Madison St/Broadway Broadway Ct	<ul style="list-style-type: none"> • New ADA ramp on northeast corner • New ADA ramp on southeast corner
E Madison St/10th Ave	<ul style="list-style-type: none"> • New ADA ramp on northeast corner • New ADA ramp on southeast corner
E Union St/13th Ave	<ul style="list-style-type: none"> • New ADA ramp on northeast corner • New ADA ramp on southeast corner
E Madison St/E Pike St	<ul style="list-style-type: none"> • New ADA ramp on northeast corner. • New ADA ramp on southwest corner
E Madison St/15th Ave	<ul style="list-style-type: none"> • New ADA ramp on northwest corner. • New ADA ramp on southwest corner.
E Madison St/E Pine St	<ul style="list-style-type: none"> • New ADA ramp on northeast corner • New ADA ramp on southeast corner
E Madison St/22nd Ave	<ul style="list-style-type: none"> • New ADA ramp on northwest corner. • New ADA ramp on southwest corner.
E Madison St/25th Ave E	<ul style="list-style-type: none"> • New ADA ramp on northwest corner • New ADA ramp on southwest corner
E Madison St/26th Ave E	<ul style="list-style-type: none"> • New ADA ramp on northwest corner • New ADA ramp on southwest corner • New ADA ramp on northeast corner • New ADA ramp on southeast corner
E Madison St/27th Ave E south approach (27th Ave E is offset at E Madison)	<ul style="list-style-type: none"> • New ADA ramp on northwest corner • New ADA ramp on southwest corner • New ADA ramp on northeast corner • New ADA ramp on southeast corner



EASEMENT LEGEND:

- COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT
- MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- FEE

(RIGHT-OF-WAY LINE)

(PROPERTY LOT LINE)

(PROPERTY BOUNDARY-QUARTER SECTION)

PROJECT PARCEL NO.

1 123456-1234

PARCEL NO.

RIGHT-OF-WAY TABLE

PROJECT PARCEL NO.	PROPERTY OWNER	DWG NO.	PARCEL NO.	PARCEL ADDRESS	OWNERSHIP TOTAL (SF)	FEE	PERMANENT EASEMENT (SF)	COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT (SF)	MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT (SF)	TOTAL TEMPORARY CONSTRUCTION EASEMENT (SF)	REMAINDER (SF)
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90% SUBMITTAL -
NOT FOR CONSTRUCTION

RW05
RIGHT-OF-WAY PLAN



Know what's below.
Call before you dig.
Determina lo que esta bajo tierra.
Llama antes de excavar.

APPROVED FOR ADVERTISING
LIZ ALZEER
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20
BY:
CITY PURCHASING & CONTRACTING SERVICES DIRECTOR

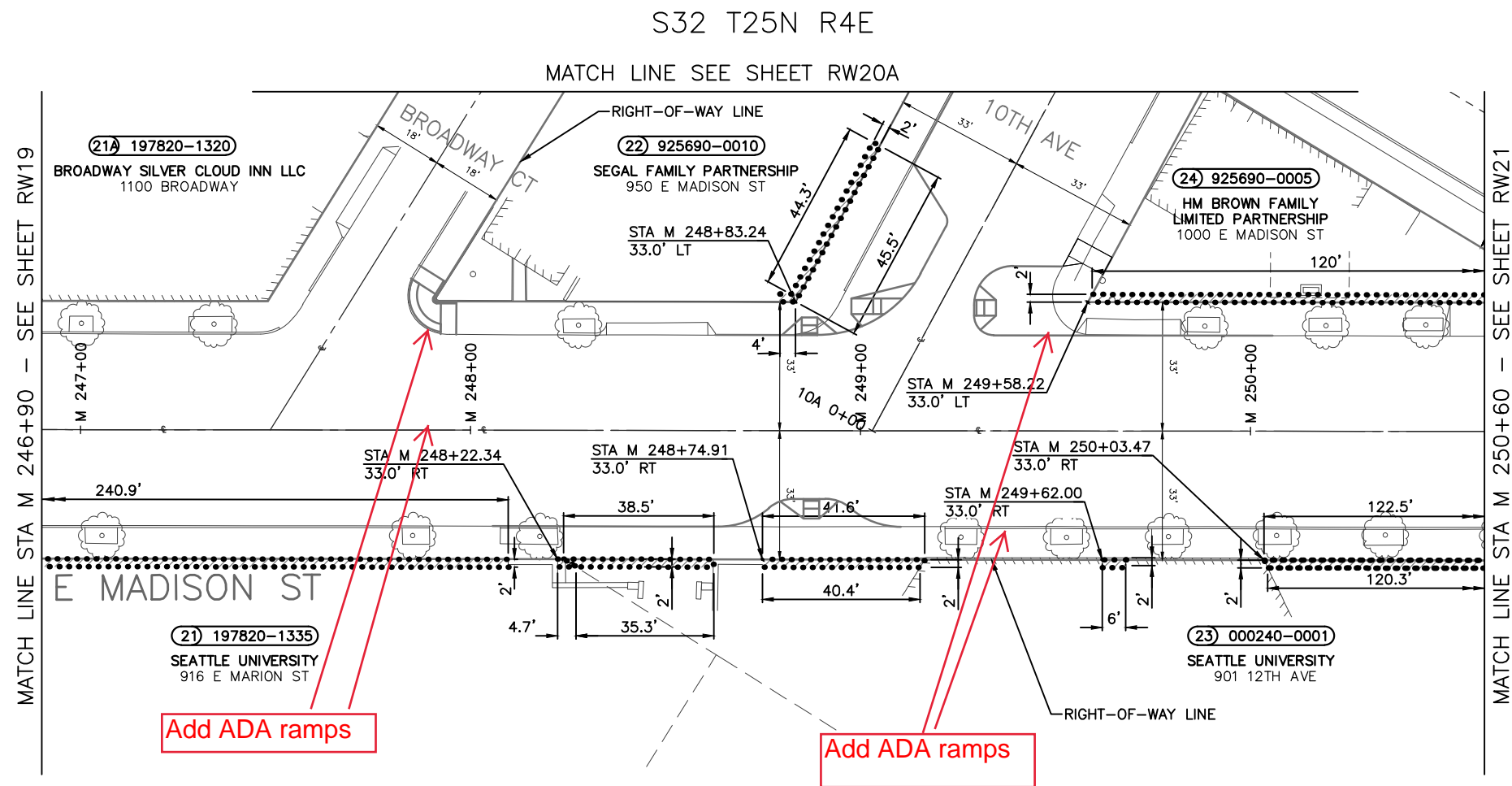
INITIALS AND DATE
DESIGNED DEW 04/22/2019
CHECKED JMM 04/22/2019
DRAWN JLC 04/22/2019
CHECKED RJL 04/22/2019
INITIALS AND DATE
REVIEWED:
DES. CONST.
SDOT PROJ. MGR.
RECEIVED
REVISED AS BUILT
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.







Seattle
Department of
Transportation
ORDINANCE NO. PW NO.
FUND:
SCALE: 1"=20'

MADISON STREET
BUS RAPID TRANSIT

PC TS7234A
R/W
CO TS7234C
VAULT PLAN NO.
XXX-XXX
SHEET 30 OF 1099



EASEMENT LEGEND:

- | | |
|---|---|
|  | COMPENSABLE TEMPORARY
CONSTRUCTION EASEMENT |
|  | MUTUAL BENEFIT TEMPORARY
CONSTRUCTION EASEMENT |
|  | PERMANENT EASEMENT |
|  | FEE |

(RIGHT-OF-WAY LINE)

(PROPERTY LOT LINE)

(PROPERTY BOUNDARY—QUARTER SECTION)

—PROJECT PARCEL NO.

① 123456-1234

PARCEL NO. —

RIGHT-OF-WAY TABLE

PROJECT PARCEL NO.	PROPERTY OWNER	DWG NO.	PARCEL NO.	PARCEL ADDRESS	OWNERSHIP TOTAL (SF)	FEE	PERMANENT EASEMENT (SF)	COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT (SF)	MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT (SF)	TOTAL TEMPORARY CONSTRUCTION EASEMENT (SF)	REMAINDER (SF)
22	SEGAL FAMILY PARTNERSHIP	RW20	9256900010	950 E MADISON ST	8876	0	0	98	0	98	8876
23	SEATTLE UNIVERSITY	RW20, RW21	0002400001	901 12TH AVE	20145	0	0	411	0	411	20145
24	HM BROWN FAMILY LIMITED PARTNERSHIP	RW20, RW21	9256900005	1000 E MADISON ST	3514	0	0	244	0	244	3514

NOTES:

1. FOR PARCEL NUMBER (21) 197820-1335 SEE SHEET RW19.
2. FOR PARCEL NUMBER (21A) 197820-1320 SEE SHEET RW19.



A horizontal number line with tick marks at 20, 10, 0, 20, and 40. The text "SCALE IN FEET" is centered below the line.

**90% SUBMITTAL -
NOT FOR CONSTRUCTION**

RW20
RIGHT-OF-WAY PLAN



Know what's **below**.
Call before you dig.
 Determina lo que esta **bajo tierra**.
Llama antes de excAVer.

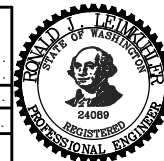
APPROVED FOR ADVERTISING
LIZ ALZEER
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20

BY:
CITY PURCHASING & CONTRACTING SERVICES DIRECTOR

INITIALS AND DATE	
DESIGNED DEW . .	04/22/2019 . .
CHECKED JMM . .	04/22/2019 . .
DRAWN JLC . .	04/22/2019 . .
CHECKED RJL . .	04/22/2019 . .
ALL WORK SHALL BE DONE IN ACCORDANCE WITH SPECIFICATIONS AND OTHER DOCUMENTS CALLED OUT	

INITIALS AND DATE	
REVIEWED:	
DES.	CONST.
SDOT	PROJ. MGR.
RECEIVED	
REVISED AS BUILT	

THE CITY OF SEATTLE STANDARD PLANS AND
FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL

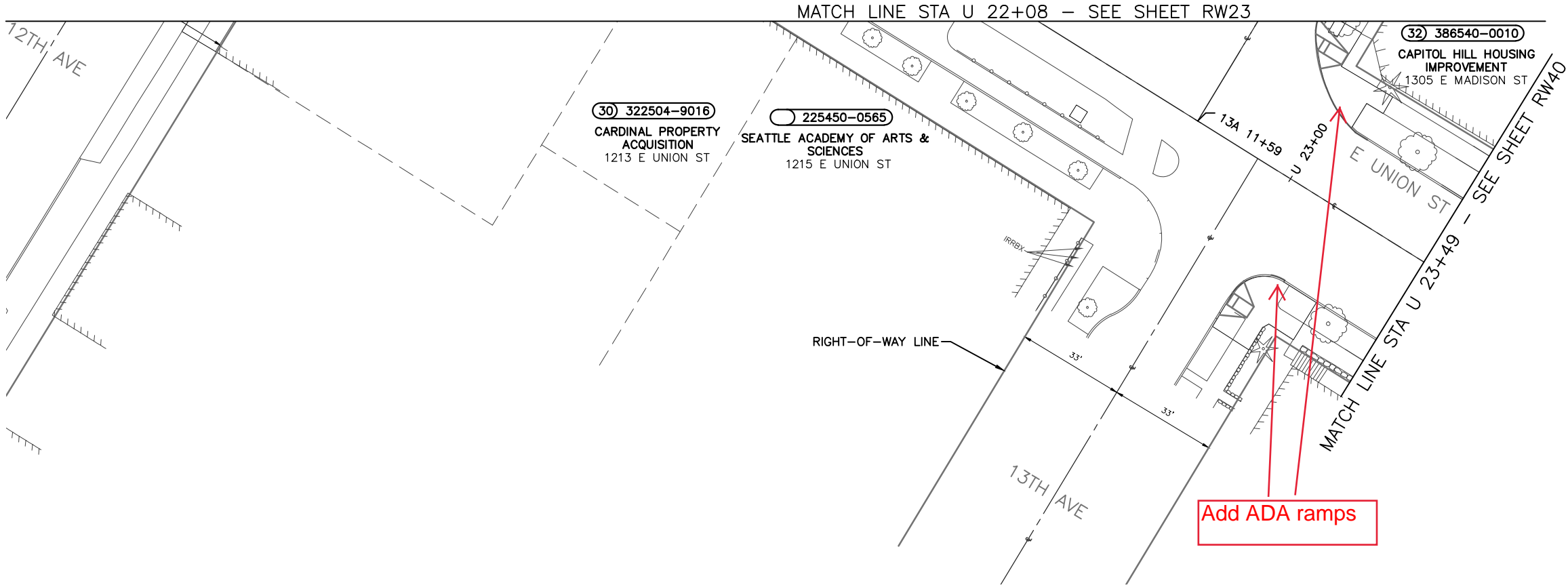

Seattle
Department of
Transportation

ORDINANCE NO. PW NO.
FUND:
SCALE: 1"=20'

MADISON STREET
BUS RAPID TRANSIT

NO. JOB	PC	TS7234A
	R/W	
	CO	TS7234C
VAULT PLAN NO. XXX-XXX		
SHEET 48 OF 1099		

S32 T25N R4E



EASEMENT LEGEND:

- COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT
- MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- FEE

(RIGHT-OF-WAY LINE)

(PROPERTY LOT LINE)

(PROPERTY BOUNDARY-QUARTER SECTION)

PROJECT PARCEL NO.

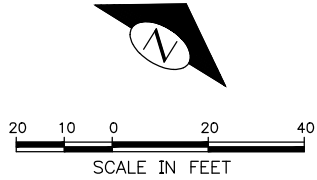
1 123456-1234

PARCEL NO.

RIGHT-OF-WAY TABLE

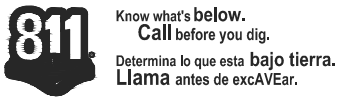
PROJECT PARCEL NO.	PROPERTY OWNER	DWG NO.	PARCEL NO.	PARCEL ADDRESS	OWNERSHIP TOTAL (SF)	FEE	PERMANENT EASEMENT (SF)	COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT (SF)	MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT (SF)	TOTAL TEMPORARY CONSTRUCTION EASEMENT (SF)	REMAINDER (SF)
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- NOTES:
- FOR PARCEL NUMBER 30 322504-9016 SEE SHEET RW23.
 - FOR PARCEL NUMBER 32 386540-0010 SEE SHEET RW23.



90% SUBMITTAL -
NOT FOR CONSTRUCTION

RW24
RIGHT-OF-WAY PLAN



APPROVED FOR ADVERTISING
LIZ ALZEER
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20
BY:
CITY PURCHASING & CONTRACTING SERVICES DIRECTOR

INITIALS AND DATE
DESIGNED DEW . . . 04/22/2019 . . .
CHECKED JMM . . . 04/22/2019 . . .
DRAWN JLC . . . 04/22/2019 . . .
CHECKED RJL . . . 04/22/2019 . . .
INITIALS AND DATE
REVIEWED: DES. CONST.
SDOT PROJ. MGR.
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Seattle
Department of
Transportation
ORDINANCE NO. PW NO.
FUND:
SCALE: 1"=20'

MADISON STREET
BUS RAPID TRANSIT

NO. PC TS7234A
R/W
JOB CO TS7234C
VAULT PLAN NO.
XXX-XXX
SHEET 53 OF 1099

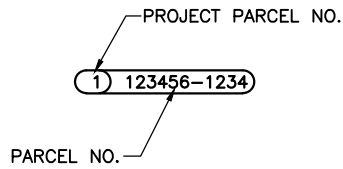
EASEMENT LEGEND:

- COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT
- MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- FEE

(RIGHT-OF-WAY LINE)

(PROPERTY LOT LINE)

(PROPERTY BOUNDARY-QUARTER SECTION)

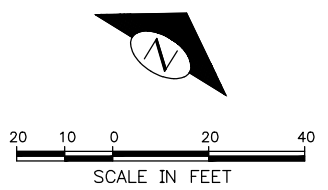


NOTES:

- FOR PARCEL NUMBER 36 600300-0100 SEE SHEET RW25.
- FOR PARCEL NUMBER 37 600300-0140 SEE SHEET RW25.

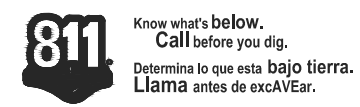
RIGHT-OF-WAY TABLE

PROJECT PARCEL NO.	PROPERTY OWNER	DWG NO.	PARCEL NO.	PARCEL ADDRESS	OWNERSHIP TOTAL (SF)	FEE	PERMANENT EASEMENT (SF)	COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT (SF)	MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT (SF)	TOTAL TEMPORARY CONSTRUCTION EASEMENT (SF)	REMAINDER (SF)
37A	EQR-MADISON, LLC	RW26, RW40	7836800025	7836800025	25865	0	0	0	0	0	25865



90% SUBMITTAL -
NOT FOR CONSTRUCTION

RW26
RIGHT-OF-WAY PLAN



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LIZ ALZEER
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20
BY: CITY PURCHASING & CONTRACTING SERVICES DIRECTOR

INITIALS AND DATE
DESIGNED DEW . . . 04/22/2019
CHECKED DEW . . . 04/22/2019
DRAWN JLC . . . 04/22/2019
CHECKED JMM . . . 04/22/2019
INITIALS AND DATE
REVIEWED DES. CONST.
SDOT PROJ. MGR.
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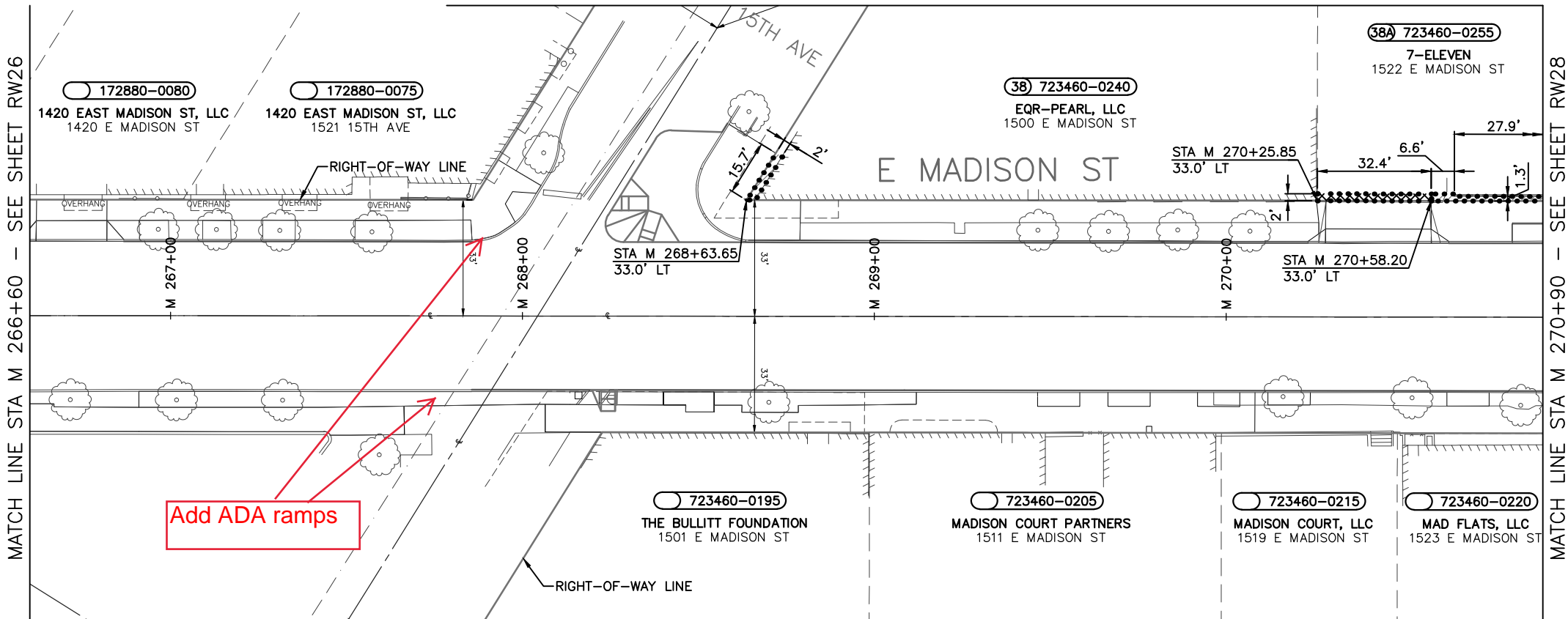


Seattle
Department of
Transportation
ORDINANCE NO. PW NO.
FUND:
SCALE: 1"=20'

MADISON STREET
BUS RAPID TRANSIT

PC TS7234A
R/W
CO TS7234C
VAULT PLAN NO.
XXX-XXX
SHEET 55 OF 1099

S32 T25N R4E AND S33 T25N R4E MATCH LINE – SEE SHEET RW28A



EASEMENT LEGEND:

- COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT
- MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- FEE

(RIGHT-OF-WAY LINE)

(PROPERTY LOT LINE)

(PROPERTY BOUNDARY-QUARTER SECTION)

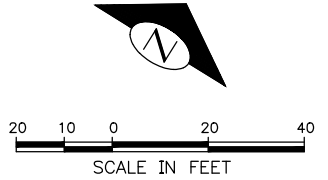
PROJECT PARCEL NO.

1 123456-1234

PARCEL NO.

RIGHT-OF-WAY TABLE

PROJECT PARCEL NO.	PROPERTY OWNER	DWG NO.	PARCEL NO.	PARCEL ADDRESS	OWNERSHIP TOTAL (SF)	FEE	PERMANENT EASEMENT (SF)	COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT (SF)	MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT (SF)	TOTAL TEMPORARY CONSTRUCTION EASEMENT (SF)	REMAINDER (SF)
38	EQR-PEARL, LLC	RW27	7234600240	1500 E MADISON ST	17123	0	0	31	0	31	17123
38A	7-ELEVEN	RW27, RW28	7234600255	1522 E MADISON ST	12100	0	0	257	65	322	12100



90% SUBMITTAL - NOT FOR CONSTRUCTION

RW27 RIGHT-OF-WAY PLAN



811 Know what's below. Call before you dig. Determina lo que esta bajo tierra. Llama antes de excavar.

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LIZ ALZEER
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20
BY: CITY PURCHASING & CONTRACTING SERVICES DIRECTOR

INITIALS AND DATE		INITIALS AND DATE	
DESIGNED	04/22/2019	REVIEWED:	CONST.
CHECKED . JMM	04/22/2019	SDOT	PROJ. MGR.
DRAWN	04/22/2019	RECEIVED	
CHECKED . RJL	04/22/2019	REVISED AS BUILT	

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Seattle Department of Transportation
ORDINANCE NO. PW NO.
FUND:
SCALE: 1"=20'

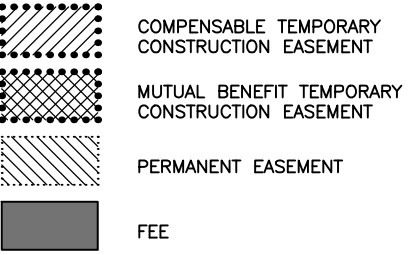
MADISON STREET BUS RAPID TRANSIT

NO.	PC	TS7234A
JO	R/W	
3	CO	TS7234C
	VAULT PLAN NO.	XXX-XXX
	SHEET	56 OF 1099

RIGHT-OF-WAY TABLE

PROJECT PARCEL NO.	PROPERTY OWNER	DWG NO.	PARCEL NO.	PARCEL ADDRESS	OWNERSHIP TOTAL (SF)	FEE	PERMANENT EASEMENT (SF)	COMPENSABLE TEMPORARY CONSTRUCTION EASEMENT (SF)	MUTUAL BENEFIT TEMPORARY CONSTRUCTION EASEMENT (SF)	TOTAL TEMPORARY CONSTRUCTION EASEMENT (SF)	REMAINDER (SF)
47C	LMC 2026 MADISON HOLDINGS, LLC	RW33	9497700020	2038 E MADISON ST	8800	0	0	0	0	0	8800
47D	LMC 2026 MADISON HOLDINGS, LLC	RW33	9497700030	2040 E MADISON ST	4800	0	0	0	0	0	4800
48	2041 MADISON GROUP LLC	RW33	1407300140	2037 E MADISON ST	2407	0	0	6	32	38	2407
49	2100 EAST MADISON PARTNERS	RW33	9497700075	2100 E MADISON ST	8800	0	0	0	0	0	8800
49A	CHARLENE WILLIAMS	RW33	9497700085	2110 E MADISON ST	3638	0	0	0	0	0	3638
49B	DEREK ANDERSON	RW33	9497700090	105 22ND AVE E	3980	0	0	0	0	0	3980
50	23RD AVE MADISON, LLC	RW33	8080930000	2201 E MADISON ST	93407	0	0	214	0	214	93407
51	MADISON TEMPLE CHURCH OF GOD IN CHRIST	RW33, RW34	1407300106	2227 E MADISON ST	6813	0	0	33	126	159	6813
51A	ASC MADISON, LLC	RW33, RW34	2825049005	2200 E MADISON ST	25337	0	0	0	0	0	25337

EASEMENT LEGEND:

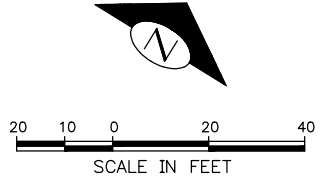
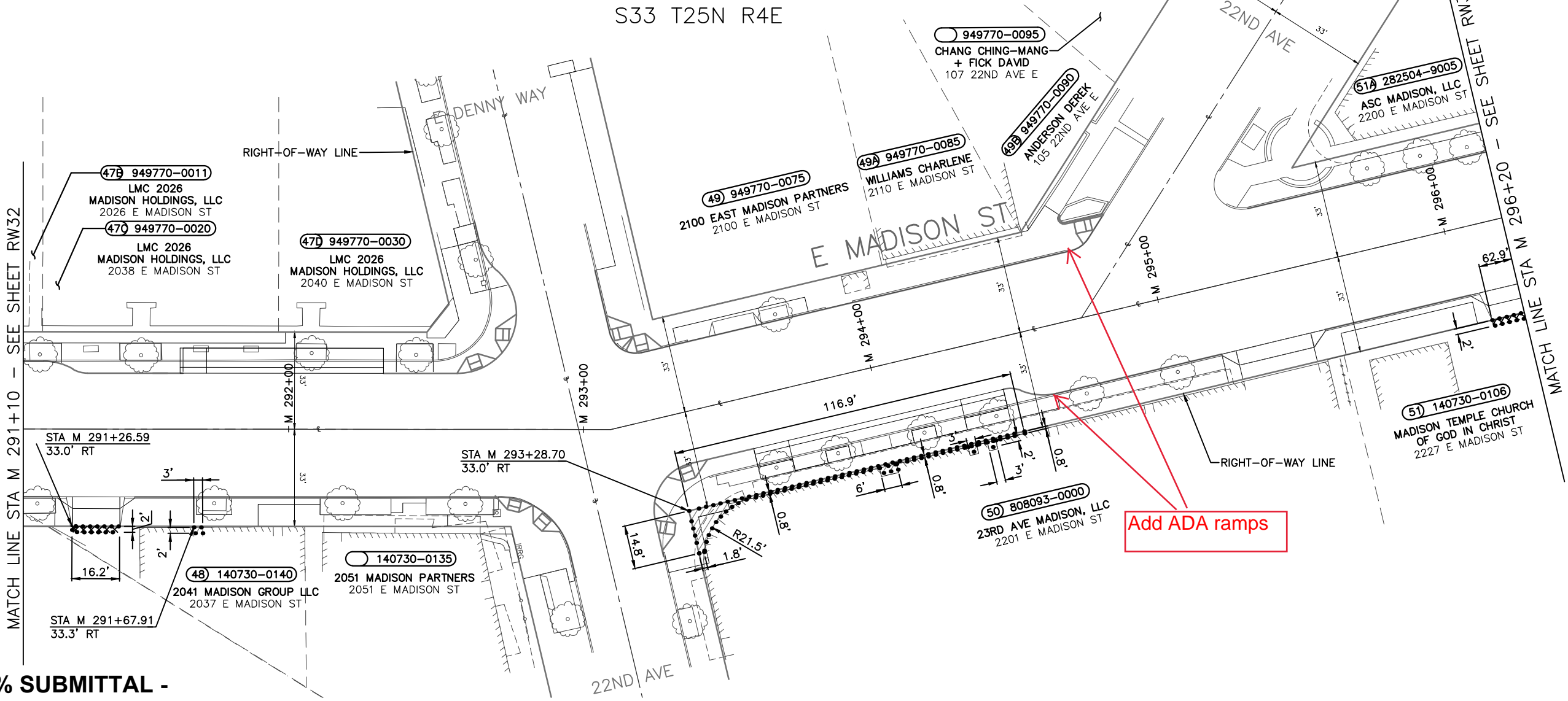


(RIGHT-OF-WAY LINE)

(PROPERTY LOT LINE)

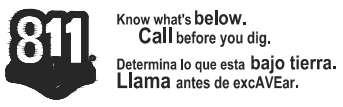
(PROPERTY BOUNDARY-QUARTER SECTION)

PROJECT PARCEL NO.
1 123456-1234
PARCEL NO.



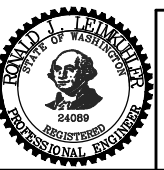
90% SUBMITTAL -
NOT FOR CONSTRUCTION

RW33
RIGHT-OF-WAY PLAN



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LIZ ALZEER
DEPARTMENT OF FINANCE & ADMINISTRATIVE SERVICES
SEATTLE, WASHINGTON 20
BY: CITY PURCHASING & CONTRACTING SERVICES DIRECTOR

INITIALS AND DATE
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CHECKED JMM 04/22/2019
DRAWN JLC 04/22/2019
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Seattle
Department of
Transportation
ORDINANCE NO. PW NO.
FUND:
SCALE: 1"=20'

MADISON STREET
BUS RAPID TRANSIT

PC TS7234A
R/W TS7234C
VAULT PLAN NO. XXX-XXX
SHEET 63 OF 1099



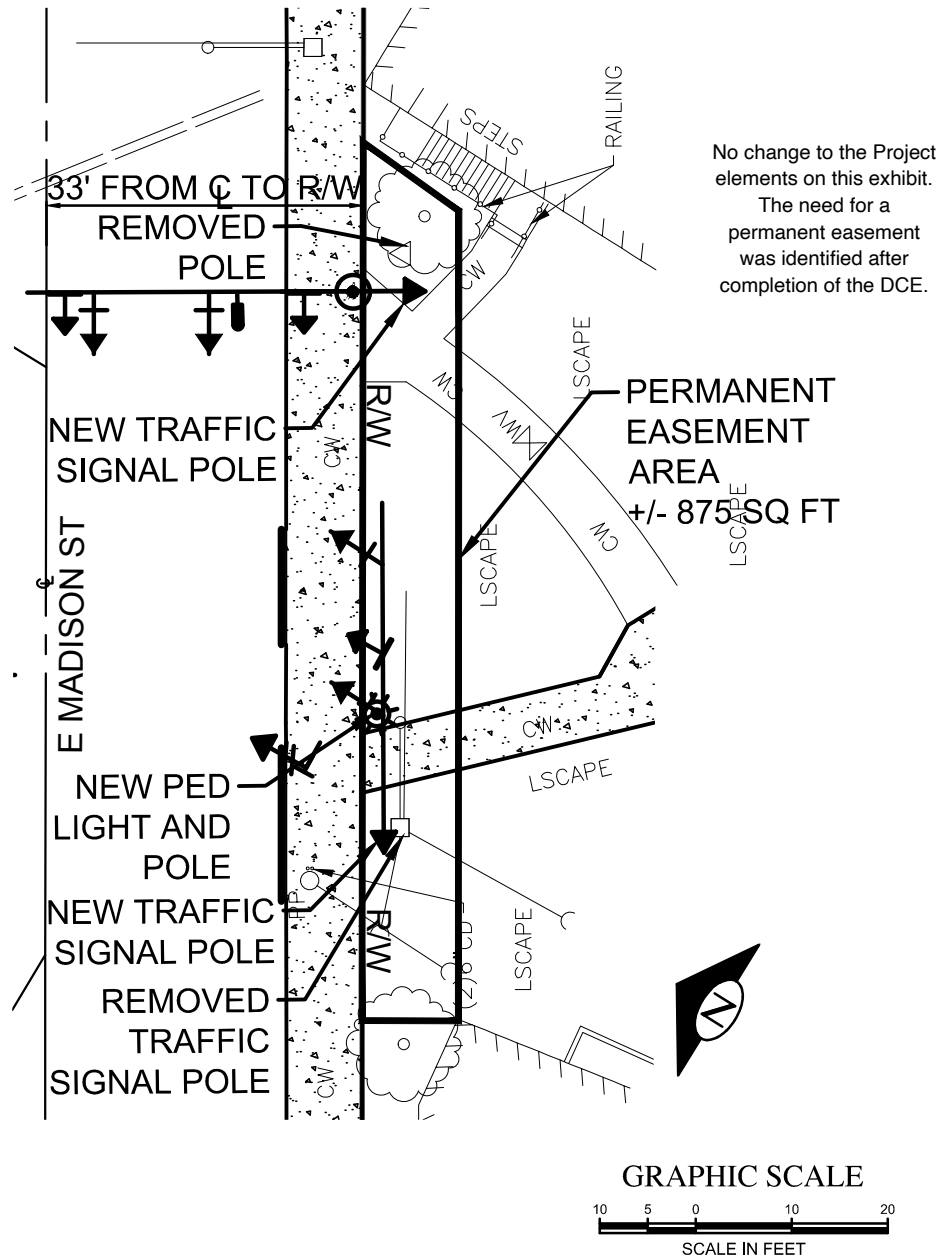
Attachment 3

Permanent Easement Area


Madison BRT NEPA Re-Evaluation June 2020

Attachment 3

Permanent Easement Area



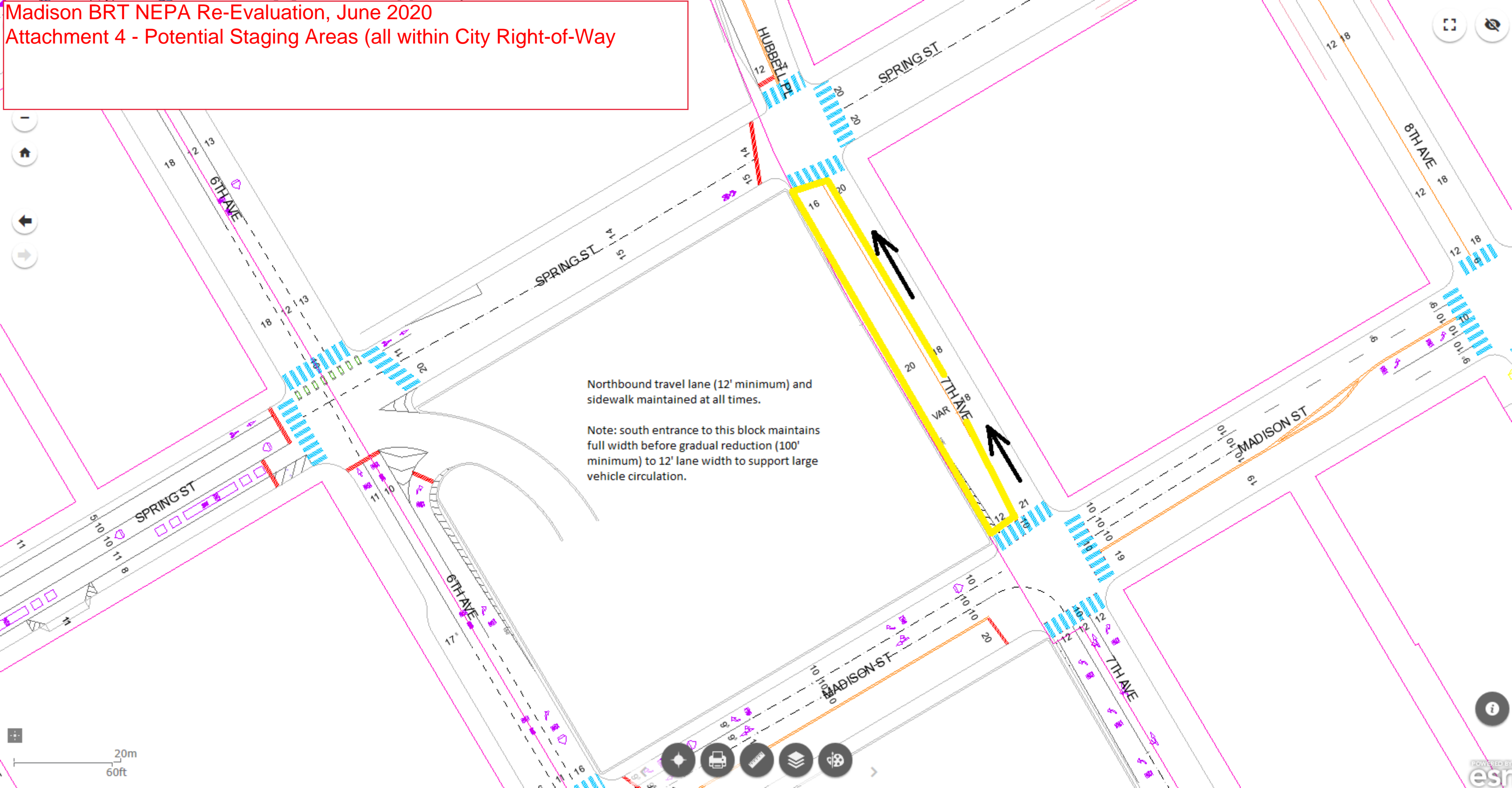
LEGEND:

 Easement Perimeter

Attachment 4

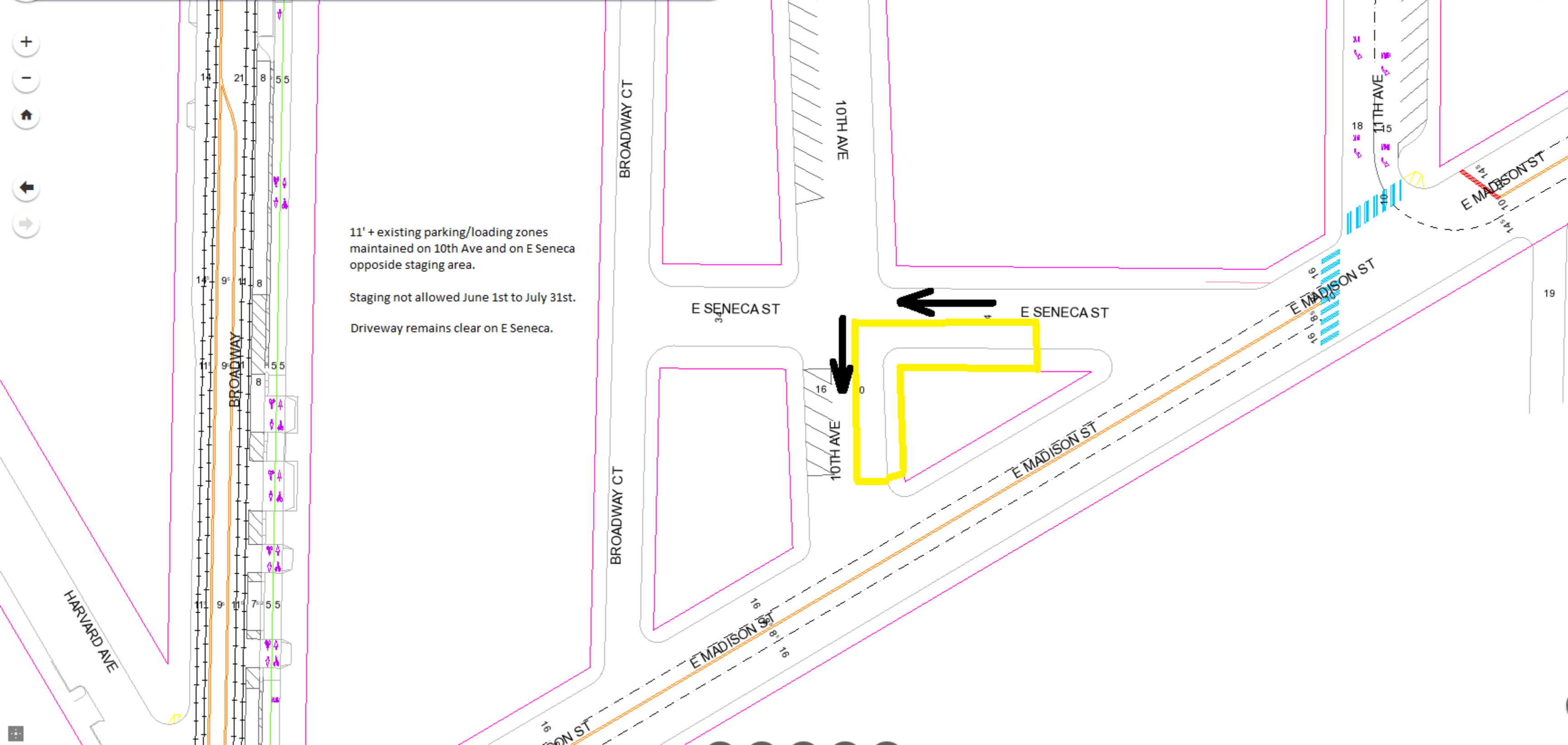
Staging Areas

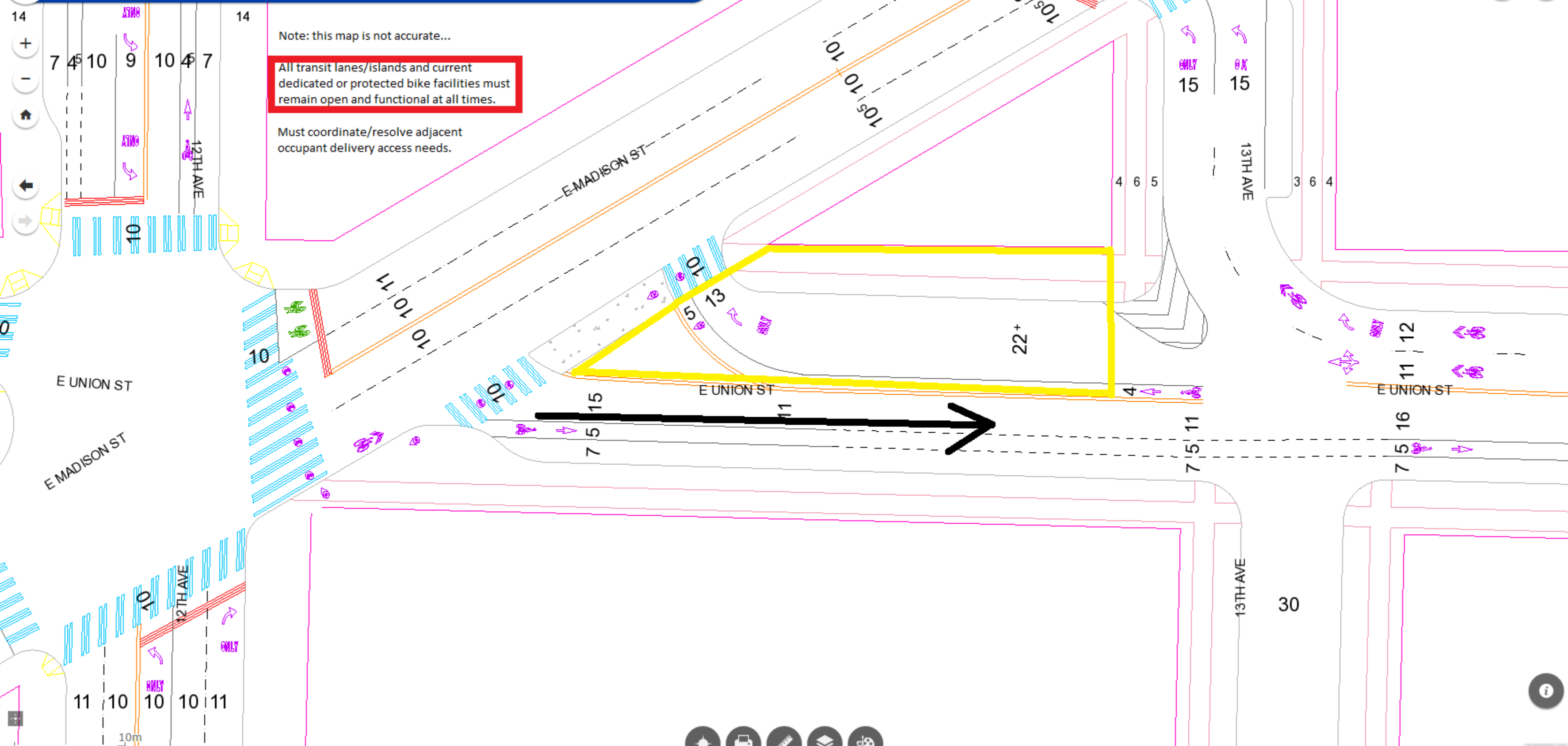
Madison BRT NEPA Re-Evaluation, June 2020
Attachment 4 - Potential Staging Areas (all within City Right-of-Way)

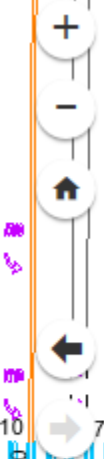


Northbound travel lane (12' minimum) and sidewalk maintained at all times.

Note: south entrance to this block maintains full width before gradual reduction (100' minimum) to 12' lane width to support large vehicle circulation.

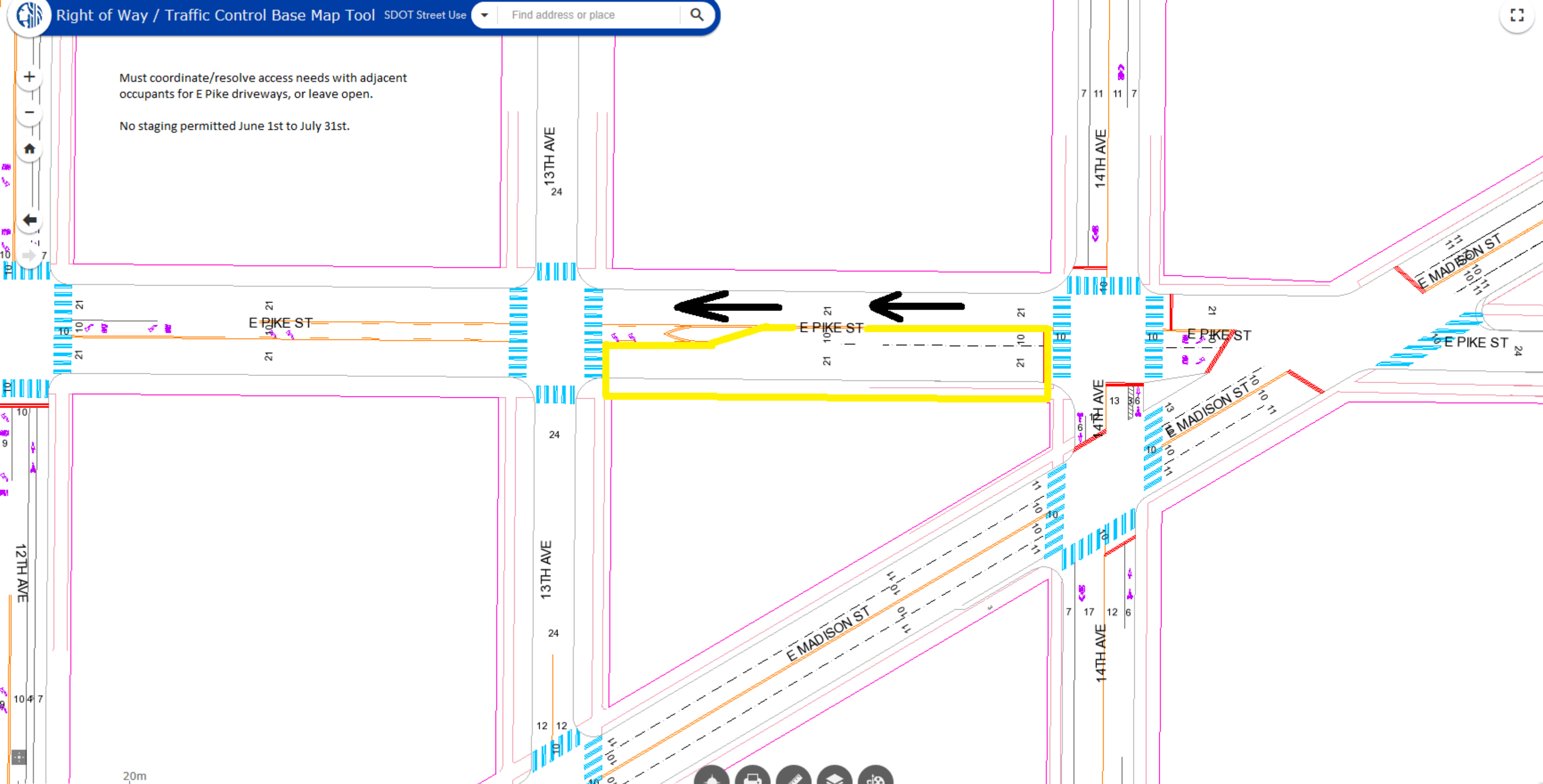


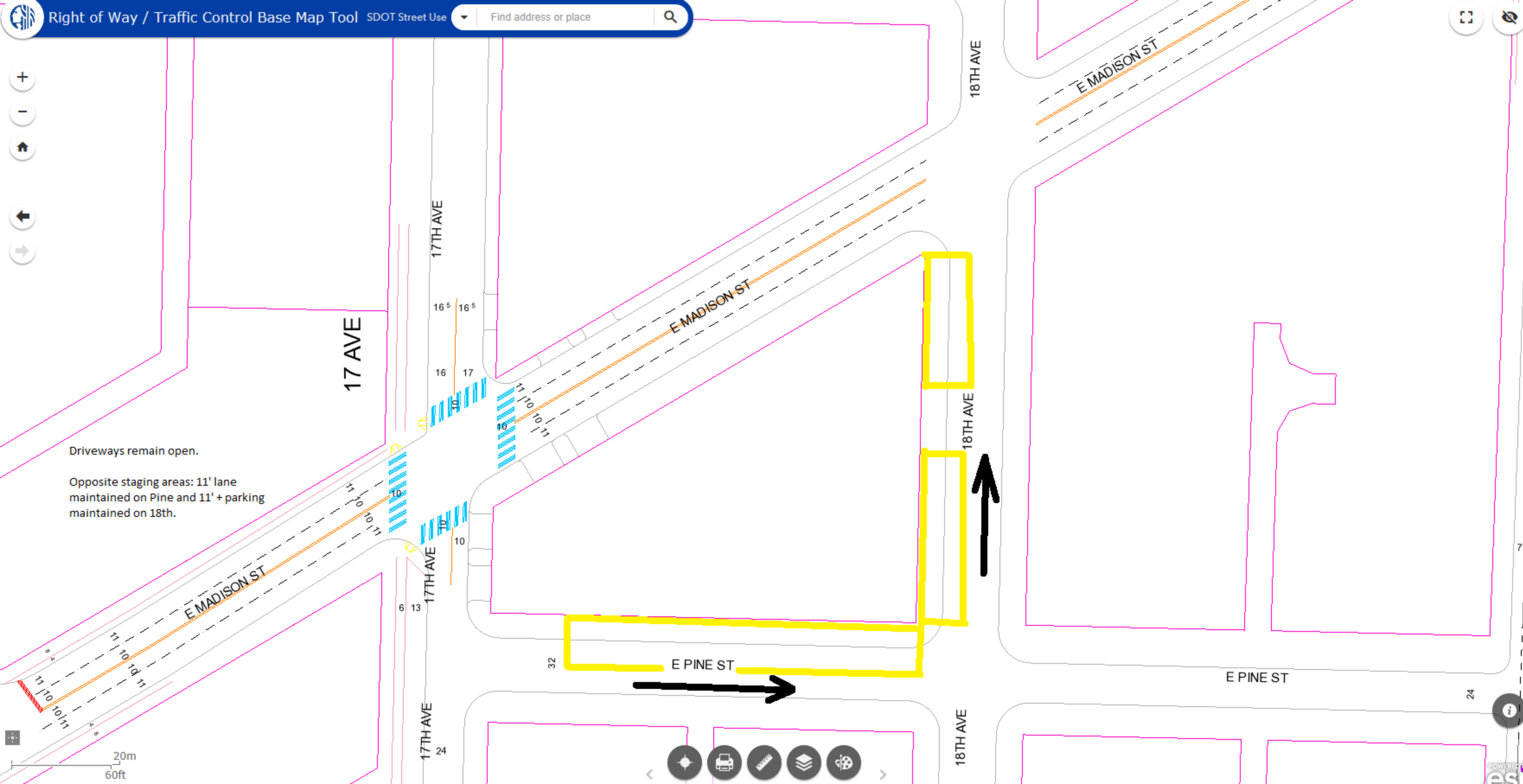




Must coordinate/resolve access needs with adjacent occupants for E Pike driveways, or leave open.

No staging permitted June 1st to July 31st.





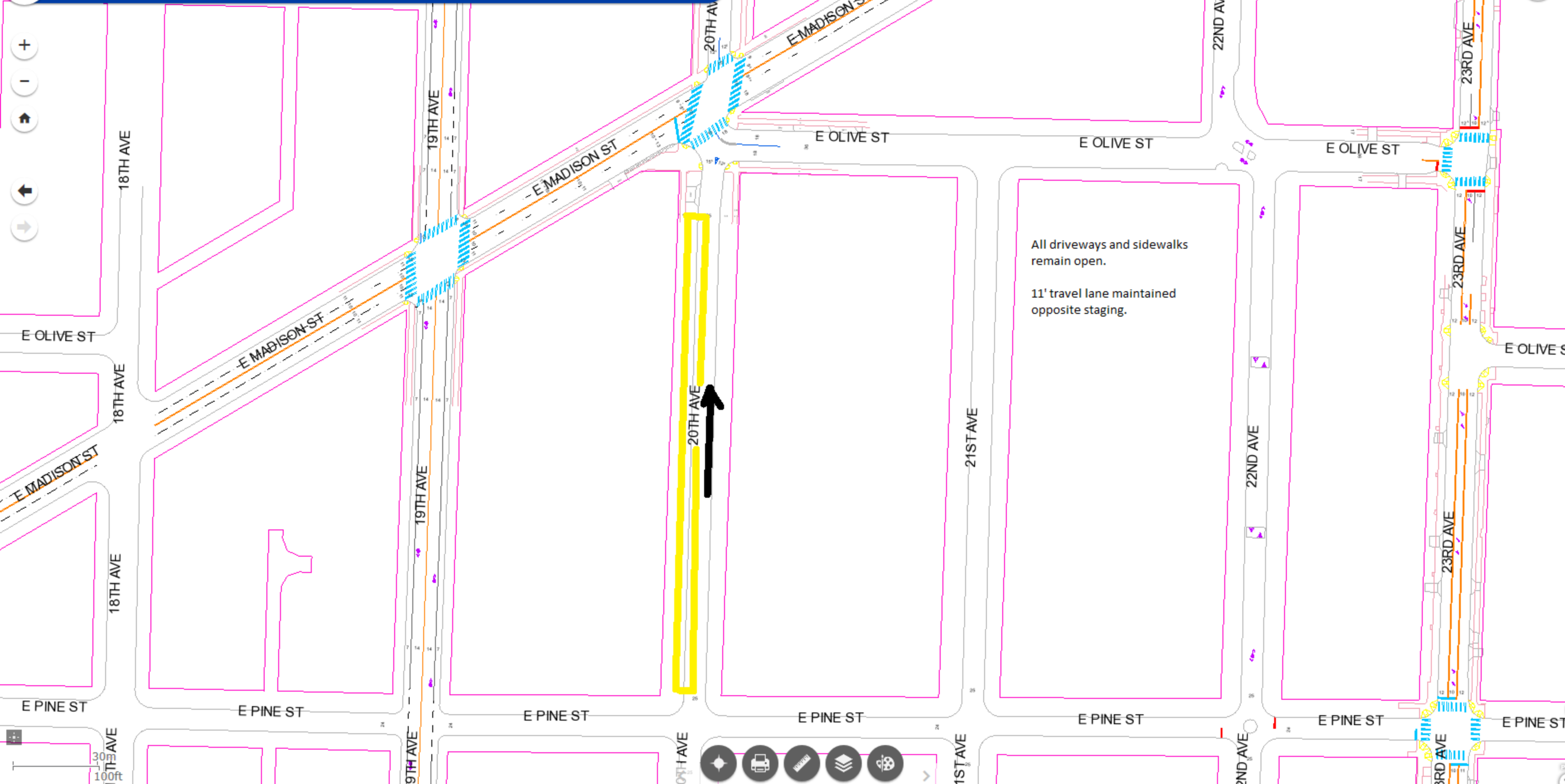
Driveways remain open.

Opposite staging areas: 11' lane maintained on Pine and 11' + parking maintained on 18th.



20m
60ft



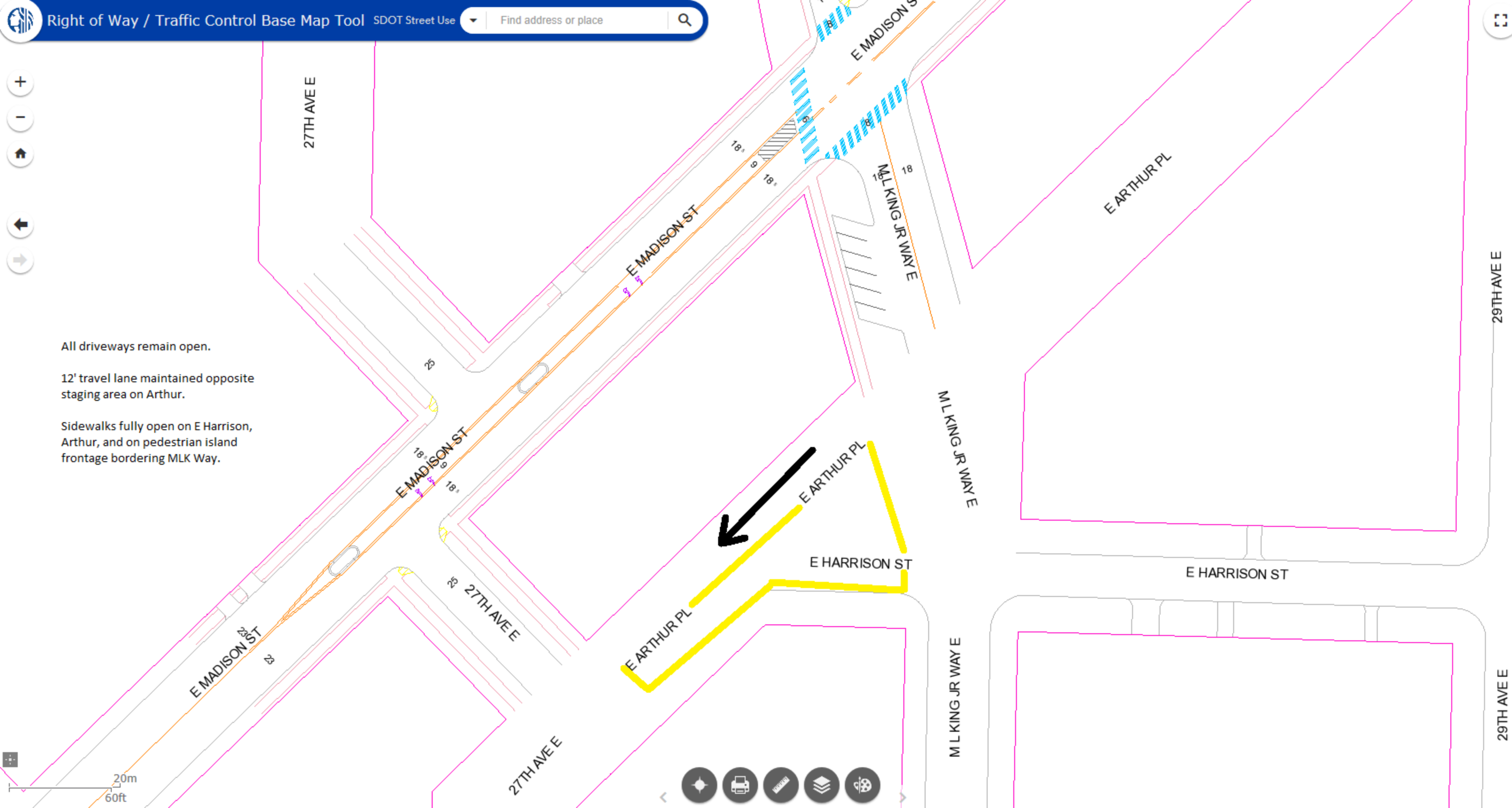




All driveways remain open.

12' travel lane maintained opposite staging area on Arthur.

Sidewalks fully open on E Harrison, Arthur, and on pedestrian island frontage bordering MLK Way.



29TH AVE E

29TH AVE E