

Attachment 2

Agency Correspondence

Summary of Section 106 Agency Correspondence

06/18/07	Letter to WSDOT: Three Lake Washington Shipwrecks Not Eligible
04/06/09	Letter from WSDOT: SR 520 Bridge Replacement and HOV Project, Area of Potential Effects
04/16/09	Letter to WSDOT: APE Concurrence
07/16/09	Letter to WSDOT: Revised Area of Potential Effects (APE) and Determinations of NRHP Eligibility
08/27/09	Letter to WSDOT: APE Concurrence and DOEs for Built Environment Survey
09/25/09	Letter from WSDOT: SDEIS Options have Adverse Effects on Historic Properties
10/26/09	Letter to WSDOT: UW Properties DOE Concurrence
05/24/10	Letter from WSDOT: Inviting Participation of the ACHP
06/01/10	Letter to DAHP: SR 520, I-5 to Medina, Revised Area of Potential Effects to Include Haul Routes, Potential Section 6(f) Mitigation Sites, and Stormwater Sites
06/03/10	Letter to WSDOT: Revised APE Concurrence
06/14/10	Letter from WSDOT: Notice of Proposed In-Water Geotechnical Borings
06/29/10	Letter to WSDOT: Response to Notice of In-Water Geotechnical Work
07/08/10	WSDOT Technical Memorandum, WSDOT Peninsula
07/09/10	Letter from WSDOT: DOEs for Lake Washington Boulevard and Canal Reserve Land
07/15/10	Letter from WSDOT: Draft Work Plan for Upcoming Archaeological Investigations
07/20/10	Letter to WSDOT: Clarification of UDP Language in UDP for In-water Geotechnical Work
07/22/10	Letter to FHWA: Notification of ACHPs Consultation to Develop Section 106 Programmatic Agreement
07/26/10	Letter to WSDOT: Stipulation for HAER Documentation
07/27/10	Letter from WSDOT: Final Work Plan for Upcoming Archaeological Investigations
07/29/10	Letter to WSDOT: Determination of Eligibility for Lake Washington Boulevard and Canal Reserve Land
08/11/10	Letter from WSDOT: Revised APE to include Port of Tacoma and Port of Olympia
08/11/10	Letter from WSDOT: Foster Island Geomorphology Report
08/16/10	Letter from WSDOT: Miller Street Landfill Evaluation
08/17/10	Letter to WSDOT: Revised APE Concurrence
08/18/10	Letter from WSDOT: DOEs for Potential Section 6(f) Replacement Properties
08/19/10	Letter from WSDOT: DOEs for Potential Haul Route Properties
08/23/10	Letter from WSDOT: Notification of Geotechnical Borings for Third Pontoon Sites
09/02/10	Letter to WSDOT: Concurrence with Miller Street Landfill Determination
09/16/10	Letter to WSDOT: Concurrence with Bryant Building DOE
09/20/10	Letter from WSDOT: Determination for Foster Island Traditional Cultural Property
10/12/10	Letter from WSDOT: Determination Of Eligibilities for Potential Haul Route Properties



10/15/10	Letter from WSDOT: Review of Cultural Resources Assessment and Discipline Report and Determination of NRHP Eligibility for the Built Environment, with Determination of Adverse Effect
11/10/10	Letter to WSDOT: Determination of Eligibilities for Haul Route Properties
11/10/10	Letter from WSDOT: Review of Standard Programmatic Agreement Language
01/05/11	Letter from WSDOT: Notice of Proposed Geotechnical Borings
01/06/11	Letter from WSDOT: Foster Island Reports, Phase 1 and 2
01/06/11	Letter from WSDOT: Historic Property Inventory Forms Determination Of Eligibility Changes
01/11/11	Letter from WSDOT: Revised APE
01/11/11	Letter from WSDOT: Port of Olympia and Port of Tacoma Geotechnical Archaeological Monitoring Report
01/26/11	Letter from WSDOT: Review of the Section 106 Technical Report and Determination of Adverse Effect
01/26/11	Letter to WSDOT: Receipt and Review of Archaeological Inventory Reports on Foster Island, Phases 1 and 2
01/26/11	Letter to WSDOT: Comments on Proposed Geotechnical Work
01/31/11	Letter to WSDOT: Revised APE Concurrence
02/25/11	Letter to WSDOT: Delmar Drive Re-Evaluations
03/02/11	Letter to WSDOT: Concurrence with Adverse Effect to Historic Properties from the Project
04/20/11	Letter from WSDOT: Section 106 Programmatic Agreement Final Version for Signature





STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

June 18, 2007

RECEIVED
JUN 21 2007
WSDOT

Mr. Ken Juell
Cultural Resource Specialist
WSDOT, Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, Washington 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA
Property: SR 520 Corridor Trans-Lake Washington Project, Three Shipwrecks
Re: NOT Eligible

Dear Mr. Juell:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The three shipwrecks identified at the bottom of Lake Washington have been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

Research indicates that the three shipwreck properties are not currently listed in the Washington Heritage Register or National Register of Historic Places. The three referenced properties are NOT ELIGIBLE for the National Register of Historic Places. As a result of this finding, further contact with DAHP is not necessary. However, if additional information on the property becomes available, please halt work and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. Should you have any questions, please contact me.

Sincerely,

Matthew Sterner, M.A., RPA
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

Cc: Connie Walker Gray, WSDOT, UCO



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



April 6, 2009

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**Re: SR 520 Bridge Replacement and HOV Project
Seattle, King County, Washington
Area of Potential Effects (APE)**

Dear Dr. Brooks:

Per provisions of 36 CFR 800.3(a), the Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and Sound Transit are proposing an undertaking to address an identified transportation need in Seattle, King County, Washington. The SR 520 bridges are vulnerable to earthquakes and windstorms and must be replaced. The Bridge Replacement and HOV Project will replace the SR 520 bridges, and include other transit, HOV and community enhancements.

The SR 520 Bridge Replacement and HOV project is one component of the SR 520 Program. The other projects within the program are: SR 520 Eastside Transit and HOV Project, Pontoon Construction Project, and Lake Washington Urban Partnership. The project described in this letter extends from the SR 520 interchange with I-5 to 92nd Avenue NE in Yarrow Point. The project would tie in to the Eastside Transit and HOV Project at Evergreen Point Road; restriping would occur from Evergreen Point Road to 92nd Avenue NE.

Project Description

A Draft EIS published in August 2006 evaluated No Build, 4-Lane, and 6-Lane alternatives for the SR 520 corridor. The SR 520 Bridge Replacement and HOV project being evaluated in a Supplemental Draft EIS (SDEIS) is a 6-Lane Alternative that would rebuild SR 520 between I-5 and Medina, including replacement of the Evergreen Point Bridge across Lake Washington. The SDEIS currently underway will evaluate three design options for the 6-Lane Alternative in Seattle that were developed by a mediation group in 2007 and 2008, in addition to the No Build Alternative. The mediation group

included elected officials, local, federal and state agencies, neighborhood representatives, local organizations and WSDOT. This process focused on west side interchange options and how each design option might affect neighborhoods, traffic, and the environment. Mediation participants also considered the effects to the Washington Park Arboretum and the University of Washington.

The mediation group developed three designs that were included in their 2008 project impact plan and WSDOT will further analyze all three in a NEPA Supplemental Draft EIS consistent with the WSDOT environmental process. The most significant differences are located in the vicinity of the Montlake neighborhood, and figures of the three options in this area are included in Appendix A of this submission. Appendix A also includes a schematic vicinity map. The three designs are:

- **Option A** - Most similar to today's configuration, with the addition of a second Montlake drawbridge over the Montlake Cut (Option A figure).
- **Option K** - Includes a tunnel under the Montlake Cut and a single point urban interchange below the SR 520 roadway (Option K figure).
- **Option L** - Includes a diagonal drawbridge over the Montlake Cut and a single point urban interchange above the SR 520 roadway (Option L figure).

Elements common to each option include:

- Two general-purpose lanes and one HOV lane in each direction (6-Lanes between I-5 and Medina).
- A bicycle and pedestrian path on the north side of SR 520.
- A reversible direct HOV access ramp at the I-5/SR 520 connection.
- Variable speed signs.
- Lids at I-5, 10th Avenue E and Delmar Drive E

More details about each design option are available on the Program's webpage:
<http://www.wsdot.wa.gov/Projects/SR520Bridge/brhpdesign.htm>

Area of Potential Effects (APE)

Pursuant to compliance with Section 106 of the National Historic Preservation Act (NHPA), we are consulting with your office about the SR 520 Bridge Replacement and HOV Project. Enclosed (Appendix B) please find maps that illustrate the proposed APE for this project. The proposed APE includes all known areas of impact for all three (3) design options, which includes bridges, tunnels, roadway widening, several intersection improvements that include roadway widening, lids, and ADA-approved pedestrian walkways and upgrades, and known staging, temporary storage, and storm water

management facilities. If there are any changes to the project, we will notify your office and provide additional information, including revised APE maps.

Built Environment

The APE for this project includes one parcel on either side of all areas of impact and ground disturbance. This approach is consistent with the APE determination for the former SR 520 project, with which your office concurred in 2005. For areas where only restriping will occur, such as on parts of Interstate-5, we are only including the highway right-of-way. The APE will account both for direct and indirect effects to historic properties. Direct effects may include demolition and alteration to historic properties, while potential indirect effects can be both during construction and subsequent operations, caused by noise, dust and dirt, vibration, change of setting, or other factors. All historic buildings, structures, sites, objects, and districts constructed prior to 1971 will be evaluated and documented. Further, based on our ongoing consultation with your office, we have included the Washington Park Arboretum in the APE, and will determine eligibility and project effects, both positive and negative, as part of our evaluation

Electronic copies of Historic Property Inventory Database forms will be prepared for all properties that have not been surveyed within the last five years. Any properties surveyed within the last five years will be checked in the field to verify condition and integrity. Database inventory forms will be updated as necessary.

Archaeological Resources

Archaeological sites could be disturbed directly or destroyed by the project within the portion of the APE where construction activities will occur. Therefore, WSDOT has delineated a limits-of-construction (combined-option) to consider potential direct effects to archaeological historic properties. WSDOT plans to continue archaeological investigations to examine all areas either not included in the APE defined for the Draft EIS (2006), or purposefully not included at that time pending more detailed design plans that specifically identified ground disturbance locations (Foster Island). WSDOT intends to use background research, ethnographic study, field investigations, and evaluation of the project area's geomorphology over time to identify archaeological historic properties and to assess the probability of encountering subsurface archaeological remains within the limits of construction. If encountered, archaeological sites will be recorded on DAHP archaeological site inventory forms.

Much of the construction portion of the APE was subjected to subsurface investigations during the Draft EIS process. Only one archaeological site, the Miller Street Landfill (45KI760), was identified. Foster Island is known to have been a burial ground of local Lakes Duwamish Indians, and has been identified as a culturally sensitive landform.

WSDOT plans to use geophysical remote sensing, possibly other sophisticated techniques, and traditional archaeological investigations to identify potential burials on the Island (if present) in order to avoid or greatly minimize disturbance to them.

The archaeological portion of the APE also includes a vertical element in order to consider all potential effects from ground disturbance. The vertical APE is defined as either the full vertical limit of proposed construction, or the depth to consolidated glacial sediments, whichever is shallower. The latter part of the definition assumes that glacial sediments either pre-date all human occupation in the Puget Sound region, or would have been deposited after ice sheets scoured the landform and removed any physical evidence of pre-glacial human occupation.

Other Consulting Parties

Per 36 CFR 800.2(c)(2), WSDOT and FHWA presently are consulting with five Native American tribes, including the Muckleshoot Indian Tribe, the Suquamish Tribe, the Snoqualmie Tribe, the Tulalip Tribes, and the Yakama Nation. We also are consulting with the non-federally recognized Duwamish Tribal Community. All tribes and tribal organizations, except for the Yakama Nation, have shown strong interest in the project and the SR 520 Program, and are actively involved with consultation. WSDOT will forward to you all correspondence we receive from tribes regarding this project.

Because of the size and scope of this project, WSDOT has contacted several groups to participate as Section 106 consulting parties for this project, per provisions in 36 CFR 800.2(c)(5)(d)(i). In a letter dated March 2, 2009, the SR 520 project team invited several agencies, groups, and organizations to participate as consulting parties, and asked these parties to acknowledge their interest by March 18, 2009. As of today, the following groups have accepted (in writing or by phone) the invitation to participate in the Section 106 process as consulting parties:

- Washington Trust for Historic Preservation
- Eastlake Community Council
- Historic Bridge Foundation
- University of Washington
- Montlake Community Club
- Seattle Yacht Club
- Docomomo WEWA
- Historic Seattle
- Portage Bay/Roanoke Park Community Council

The City of Seattle Department of Neighborhoods, Historic Preservation Office is also a Section 106 consulting party, since the City of Seattle is a Certified Local Government (CLG). As consulting parties, these organizations will have the opportunity to comment on the APE, identification of historic properties within the APE, and the determination of adverse effects to historic properties. Further, they will be invited to participate in

developing measures to mitigate adverse effect to historic properties, if any are necessary. These organizations will be allotted a 30 day review period to comment.

Continuing Consultation

The APE includes all known structures scheduled for demolition (such as on- and off-ramps), as well as known detours, shooflies, staging, and laydown areas. However, not all locations have been selected at this point. We will certainly consider these areas to be within the APE once they have been determined.

Thank you for your time and attention to this project. We look forward to continuing consultation with your office on this project, and to your comments on our proposed APE. We respectfully request your comments by May 7, 2009. If you have any questions, please do not hesitate to contact me at 206-464-1236, email juellk@wsdot.wa.gov, or Connie Walker Gray, UCO Architectural Historian, at 206-716-1138, email grayc@wsdot.wa.gov.

Sincerely,



Connie Walker Gray
WSDOT Architectural Historian



Ken Juell
WSDOT Archaeologist

Cc: Randy Everett, Federal Highway Administration, w/ attachments
Andrea Tull, Sound Transit, w/ attachments
Rebecca McAndrew, US Army Corps of Engineers, w/ attachments
Diane Lake, US Army Corps of Engineers, w/ attachments
Karen Gordon, City of Seattle Historic Preservation Officer, w/ attachments
Marsha Tolon, WSDOT 520 Environmental Lead, w/o attachments
Scott Williams, WSDOT Cultural Resources Program Manager, w/o attachments.



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

April 16, 2009

Mr. Ken Juell
Cultural Resource Specialist
Washington State Department of Transportation
Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, Washington 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Archaeology - APE Concur

Dear Mr. Juell:

We have reviewed the materials forwarded to our office for the SR 520 Corridor Trans-Lake Washington project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Please note that DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our Web site. Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A., RPA
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



July 16, 2009

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**RE: SR 520: I-5 to Medina Bridge Replacement Project and HOV Project
Revised Area of Potential Effects (APE) and
Determinations of NRHP Eligibility**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Per provisions of 36 CFR Part 800, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing Section 106 consultation for the above-referenced project. Thank you for the April 16, 2009 letter from your office, which concurred with our Area of Potential Effects (APE) for the above-referenced project. Thank you also for your participation in the meeting with multiple consulting parties on June 2, 2009, which discussed the project APE. As you are aware, we are working with multiple consulting parties to be sure that we are considering the viewpoints of groups and citizens who are concerned with the project's potential adverse effects on historic properties.

With this letter, WSDOT is submitting the following:

- A revised APE, which takes into account comments of Section 106 consulting parties, and
- Determinations of Eligibility (DOEs) for all resources within the APE that were constructed prior to 1972. Paper copies of all resources, as well as two CDs with all database files, are included.

The paragraphs below summarize the changes to the APE as well as the historic resources that were surveyed and recorded for this project.

Revised APE

In May and June 2009, WSDOT, on behalf of FHWA, conducted multiple meetings to get consulting party feedback on the Area of Potential Effects (APE) for this project. Attachment A to this letter summarizes the dates and participants of these meetings. These meetings, as well as letters, emails, and phone calls, generated many comments and requests for changes to the APE. Per provisions outlined in Section 106 of the National Historic Preservation Act (36 CFR 800.16(f)), WSDOT has solicited, discussed, and considered the views of all consulting parties regarding the APE, and will continue to consult throughout the duration of the Section 106 process. As a result of this consultation, WSDOT has adjusted the APE to accommodate many of the recommendations of the consulting parties. Below is a summary of the comments and concerns about the APE, and WSDOT's response. The APE maps (which include the location and NRHP-eligibility of resources within the APE) are included as Attachment B of this letter.

Recommendation that WSDOT include the entire Roanoke Park Historic District within the APE

WSDOT has expanded the APE to include the entire historic district within the APE.

Recommendation that WSDOT include Lake Washington Boulevard between East Madison Street and 32nd Avenue as well as Boyer Avenue between 24th Avenue and Lake Washington Boulevard.

WSDOT does not plan to amend the APE to include these two areas. These areas already have traffic that lead to and from the Lake Washington Boulevard ramps. Compared to existing conditions, there is no potential for traffic to cause an adverse effect in these areas, which currently see heavy traffic volumes. Lake Washington Boulevard, Boyer Avenue, 24th Avenue East (north of Galer) and East Madison Street are all classified by the city of Seattle as arterials. Potential increased traffic has no potential to constitute an effect on historic properties that may be located on Lake Washington Boulevard between E. Madison Street and 32nd Avenue or Boyer Avenue between 24th Avenue and Lake Washington Boulevard.

Recommendation that WSDOT expand the APE to include the Rainier Vista viewshed.

The southeastern portion of the Rainier Vista is included in the APE. However, the Rainier Vista was determined not eligible for listing in the NRHP in 2003. Although we recognize it as part of the Alaska-Yukon-Pacific Exposition (AYP), the Rainier Vista is not a historic property as defined by Section 106 of the National Historic Preservation Act. Therefore, we will not adjust the APE to

include the Rainier Vista “Fountain to Mountain” viewshed. In addition, the visual resources section of the EIS will take into consideration the impact the project will have on viewsheds and scenic features within the project area.

Recommendation that all construction staging areas be included in the APE.

All known staging areas are included within the APE; if additional staging areas are identified, the APE will be modified to account for the new staging areas.

Recommendation that WSDOT include all known haul routes within the APE.

WSDOT has adjusted the APE to include haul routes along non-arterial residential streets. This includes areas not yet within the APE, such as E. Shelby and E. Hamlin Streets, between Montlake Boulevard and McCurdy Park. However, the majority of haul routes are on streets that have been defined as arterials by the city of Seattle. This includes haul routes along 24th Avenue East, Montlake Boulevard, NE Pacific Street, Boyer Avenue East, and Harvard Avenue East.

Arterials have been identified by the city of Seattle in order to accommodate more traffic than local streets. Given the current, baseline traffic conditions, temporary increases in truck traffic on arterials during construction would not have the potential to cause adverse effects to adjacent historic properties, if any.

The effects of construction truck trips on the local arterial system will be relatively minor for all options. With average construction activity, truck trips would range from 1-2 trips per hour under Option A and Option L, and 1-5 trips per hour under Option K. During peak construction periods, truck trips would range from 2-8 trips per hour under Option A, 2-20 trips under Option K, and 2-12 trips per hour under Option L. The temporary nature of the increased traffic would not have the potential to cause a loss of integrity of the physical characteristics of historic properties that convey their historic significance.

However, increased truck traffic on local (non-arterial) streets such as E. Shelby and E. Hamlin Streets between 24th Avenue East and McCurdy Park has the potential to cause alterations in the character or use of properties that may be eligible for listing in the National Register of Historic Places (NRHP). Therefore, we are now including this area within the APE. Construction truck volumes would increase traffic approximately 10-40 percent on these streets.

WSDOT will be evaluating potential construction impacts from haul routes outside of the Section 106 framework during the NEPA process. If this analysis identifies potential impacts that would result in a loss of integrity to historic properties as defined by Section 106, the APE may be modified to take these impacts into account.

Recommendation that WSDOT include the entire area of Portage Bay (up to the University Bridge) and the Montlake Cut (to Webster Point), including the grounds just north of the clubhouse.

WSDOT will adjust the APE to include the entire navigable waterways of Portage Bay and the entire Montlake Cut, terminating at the eastern end of the Cut. The adjusted APE will not include additional shoreline docks, house boats, bridges, or other structures along the shores of Portage Bay, except for what was already included in the APE submitted in April 2009.

There is no potential to affect the character or use of historic properties as defined by Section 106 in the water east of the Montlake Cut out to Webster Point; therefore, that area is not included in the APE. Further, there is no potential to affect historic properties on or near the grounds north of the Yacht Club, so that area is also not included within the APE.

As described above, we recognize that we were not able to incorporate every recommendation on the APE. However, we carefully considered each comment and evaluated them against project construction and design descriptions. When we did not incorporate a comment, we did so after thoughtful evaluation and after concluding that the revised APE, as enclosed in this letter, includes all areas where the character or use of historic properties could potentially be affected by this project.

Determinations of NRHP Eligibility

WSDOT, on behalf of FHWA, has evaluated and determined NRHP eligibility for every built environment resource constructed on or before 1971 within the APE. A professional architectural historian, who meets the Secretary of Interior Standards, has evaluated each property for its potential eligibility for inclusion in the NRHP per guidelines outlined by the National Park Service. Each resource has been recorded in the Washington State Historic Property Inventory (HPI) database administered by the DAHP. As part of the Section 106 process, we are sharing the results of our historic resource inventory with consulting parties.

Attachment C of this submittal includes paper copies of all HPI forms within the APE, as well as a reference table that summarizes the resources. Please see the APE maps (Attachment B) for locations of each resource, keyed to the table with a unique ID number.

Historic Resource Survey within the APE

There are five resources within the APE that are listed in the National Register of Historic Places (NRHP): the Montlake Cut/Lake Washington Ship Canal, the Montlake Bridge, the Seattle Yacht Club, the Arboretum Aqueduct/Sewer Trestle, and the Canoe House (Naval Military Hangar-University Shell House) on the University of Washington

campus. Since these are listed, we have not prepared HPI forms for these resources (but they are shown in the enclosed table and maps of resources).

Two resources within the APE have been determined eligible for listing in the NRHP by WSDOT within the last year: the James Arnston House (2851 Evergreen Point Road) and the SR 520 Evergreen Point Bridge. An additional resource has been determined not NRHP-eligible by WSDOT in the past year: Helen Pierce House (2857 Evergreen Point Road). DAHP concurred with all three of these determinations. Therefore, we have not included the HPI forms in this submittal.

During the SR 520: I-5 to Medina Bridge Replacement and HOV Project historic resource survey, we identified, evaluated, and recorded 230 resources within the APE that were constructed prior to 1972. These have been documented on the Washington State Historic Property Inventory Database. Of these, 149 are eligible for listing in the NRHP, either individually or as contributing resource to the two NRHP eligible historic districts (Roanoke Park and Montlake). The remaining 81 evaluated resources are not eligible for listing in the NRHP, either individually or as contributing resources to historic districts.

Roanoke Park Historic District

The nine-block Roanoke Park Historic District is located between E. Shelby Street on the north, 10th Avenue E. on the east, E. Roanoke Street on the south, and Harvard Avenue E. on the west, and is now completely included within the project APE. This district has been determined eligible for listing in the National Register of Historic Places (NRHP), is currently listed in the Washington Heritage Register (WHR), and is likely to be listed in the NRHP in the near future.

Per the direction of Dr. Allyson Brooks in the DAHP/UCO coordination meeting on May 20, 2009, and in a meeting at your office with members of the Portage Bay/Roanoke Park Community Club on May 26, 2009, WSDOT is not recording each individual property within the nine-block Roanoke Park Historic District in the Historic Property Inventory Database. Instead, WSDOT will reference—and include as an appendix in the Cultural Resources report—the NRHP nomination for this resource to assess the character-defining features of the historic property, and then will assess our undertaking's effects on the historic property. Please note, however, that WSDOT has already individually evaluated five historic resources (those closest to the SR 520 right of way) within the Roanoke Park Historic District, and those are included in this submittal. Of these, all five are contributing resources to the NRHP-eligible district, and one is also individually NRHP-eligible.

Montlake Historic District

The potential Montlake Historic District is generally defined as the area between the Lake Washington Ship Canal to the north, Lake Washington Boulevard to the east, Galer (between Lake Washington Boulevard and 24th Avenue East) to the south, Interlaken Boulevard (up to Fuhrman Ave E) to the south and west, and Portage Bay to the north and east. Within the proposed district boundaries, WSDOT evaluated 144 individual

resources. 126 properties contribute to the NRHP-eligible district, 35 of which are also individually eligible for listing in the NRHP.

Individually NRHP-eligible Resources Outside of the Historic Districts

Excluding those properties that are located in potential historic districts, the survey identified 17 individually eligible properties within the APE.

Continuing Consultation

The APE includes all known stormwater treatment, construction staging, and laydown areas. If any additional areas are identified, we will revise our APE to incorporate them. We will also continue to keep you informed of comments from other Section 106 consulting parties, Tribes, and tribal communities. We will be scheduling additional meetings with consulting parties, and will be sure you have ample notice to attend, if possible.

Thank you for your time and attention to this project. We look forward to continuing consultation with your office on this project, and to your comments on the APE and concurrence on the Determinations of Eligibility within the APE by August 20, 2009. If you have any questions, please do not hesitate to contact me at 206-716-1138, email grayc@wsdot.wa.gov or Ken Juell, WSDOT Archaeologist, at 206-464-1236, email juellk@wsdot.wa.gov.

Sincerely,



Connie Walker Gray
WSDOT Architectural Historian

Cc: Randy Everett, Federal Highway Administration, w/ attachments
Andrea Tull, Sound Transit, w/ attachments
Rebecca McAndrew, US Army Corps of Engineers, w/ attachments
Diane Lake, US Army Corps of Engineers, w/ attachments
Marsha Tolon, WSDOT 520 Environmental Lead, w/o attachments
Scott Williams, WSDOT Cultural Resources Program Manager, w/o attachments.



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

August 27, 2009

Ms. Walker Gray
Cultural Resource Specialist
Washington State Department of Transportation
401 Second Avenue South, Suite 560
Seattle, Washington 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Built Environment - APE Concur & DOE for Built Environment

Dear Ms. Walker Gray:

I have reviewed the materials forwarded to our office for the SR 520: 1-5 to Medina Bridge Replacement Project and HOV Project. I concur with your revised APE determination for the impacts to the built environment.

After careful evaluation I generally concur with your assessment regarding the various properties within the APE. Please note that my concurrence differs from your consultants for a variety of resources, both in terms of eligible and not eligible properties. For the ease of future project reference, I have listed out each eligible property by address and those which I differ on in terms of being not eligible. As you know, Roanoke Park has been listed on the National Register of Historic Places. The Nuclear Reactor Building at UW is still pending a NR listing. The following resources are eligible under criteria C as intact examples of their type and or style. Many are individually eligible, while other contribute to a potential NR district.

ELIGIBLE:

1980 Harvard Ave E (differs from consultant)
2352 Broadway Ave E.
904 E Miller Street (differs from consultant)
2408 Broadway Ave E. (differs from consultant)
910 E Miller Street (differs from consultant)
914 E Miller Street (differs from consultant)
2351 10th Ave (differs from consultant)
2422 Federal Ave E (differs from consultant)
2545 Boyer Ave E. – Alden Mason House
2518 Boyer Ave E.
901 E. Roanoke St.

2515 Boylston Ave E. – Cafeteria – Gym – built 1893 (WHR listed)
2515 Boylston Ave E. – Denny – Fuhrman School – built 1905
2515 Boylston Ave E. – Seward School – built 1917
2815 Boylston Ave E. – Shelby Apartments
2847 Franklin Ave E.
2901 Franklin Ave E. – L'Amourita Apartments
2919 Franklin Ave E.
2923 Franklin Ave E.
2612 Harvard Ave E. – Clemmer House
2601 Broadway Ave E.
950 E. Roanoke St – Roanoke Park
1004 E. Roanoke St
1018 E Roanoke St
1118 E Roanoke St. – Andrew Gunby House (differs from consultant)
2723 Montlake Blvd – Bureau of Fisheries 1931 building and attached
additions. 1940 Hatchery and other free standing buildings are Not Eligible
1893 E. Hamlin St
1885 E Hamlin St.
1896 E Hamlin St.
2809 Montlake Blvd
2815 Montlake Blvd
1897 E Shelby St
1887 E Shelby St
1894 E Shelby St
2908 Montlake Blvd
2904 Montlake Blvd
2112 E Shelby St
2818 Montlake Blvd
2812 Montlake Blvd
2810 Montlake Blvd
2122 E. Shelby St
2136 E Shelby St
2142 E Shelby St
2146 E Shelby St
2152 E Shelby St
2158 E Shelby St
2159 E Shelby St – Mary Houlahan House
2817 E Park Dr
2147 E Shelby St
2143 E Shelby St
2137 E Shelby St
2133 E Shelby St
2127 E Shelby St
2121 E Shelby St
2117 E Shelby St
2111 E Shelby St
2110 E Hamlin St
2112 E Hamlin St

2122 E Hamlin St
2128 E Hamlin St
2130 E Hamlin St
2136 E Hamlin St
2142 E Hamlin St
2146 E Hamlin St
2150 E Hamlin St
2160 E Hamlin St
2151 E Hamlin St
2147 E Hamlin St
2141 E Hamlin St
2137 E Hamlin St
2133 E Hamlin St
2127 E Hamlin St
2121 E Hamlin St
2117 E Hamlin St
2111 E Hamlin St
2734 Montlake Blvd E
2575 Montlake Pl E
2571 Montlake Pl E
2553 Montlake Pl E
2521 Montlake Pl E
2511 Montlake Pl E
2507 Montlake Pl E
2501 Montlake Pl E
1618 E Calhoun St – Montlake Field House
2552 20th Ave E
2564 Montlake Pl E
2009 E Roanoke St
2209 E Roanoke St
2220 E Louisa St
2226 E Louisa St
2515 24th Ave E
2233 E Miller St
2459 24th Ave E
2455 24th Ave E
2402 24th Ave E
2406 E Calhoun St
2456 24th Ave E
2466 24th Ave E
2502 24th Ave E
2506 24th Ave E
2516 24th Ave E
2600 Montlake Pl E
2604 Montlake Pl E
2610 Montlake Pl E
2616 Montlake Pl E
2209 Lake Washington Blvd

2215 Lake Washington Blvd
2219 Lake Washington Blvd
2223 Lake Washington Blvd
2227 Lake Washington Blvd
2231 Lake Washington Blvd
2401 Lake Washington Blvd
2409 Lake Washington Blvd
2415 Lake Washington Blvd
2425 Lake Washington Blvd
2429 Lake Washington Blvd
2433 Lake Washington Blvd
2437 Lake Washington Blvd
2441 Lake Washington Blvd
2445 Lake Washington Blvd
2449 Lake Washington Blvd
2455 Lake Washington Blvd
2459 Lake Washington Blvd
2465 Lake Washington Blvd
2615 Lake Washington Blvd
2607 Lake Washington Blvd
2603 E Roanoke St
2559 E Roanoke St
2537 Lake Washington Blvd
2467 26th Ave E
2463 26th Ave E
2457 26th Ave E
2451 26th Ave E
2300 Arboretum Dr E. - Washington Park
Montlake Blvd – Pavilion Overpass – built 1938 (differs from consultant)
Stevens Way – Bloedel Hall – UW
Stevens Way – Winkenwerder Forest Science Lab - UW
Mason Rd – Hewitt Wilson Ceramics Lab – UW (differs from consultant)
Mason Rd – Roberts Hall Addition – UW (differs from consultant)
Jefferson Rd - Moore Hall – UW (differs from consultant)
Stevens Way – Nuclear Reactor Building - UW
Stevens Way – Faculty Center – UW
354450 Whitman Ct – McMahon Hall – UW
Pend Oreille Rd – Cyclotron Shop – UW (differs from consultant)
Pend Oreille Rd – Nuclear Physics Lab – UW (differs from consultant)
2411 42nd Ave E – Edgewater Park Apartments
3267 Evergreen Point RD, Medina (differs from consultant)

Previously Determined Eligible as part of prior submittal
2851 Evergreen Point Rd. – James Arnston House
Gov Rosellini Bridge – Evergreen Point Bridge

After careful evaluation the following resources were determined NOT ELIGIBLE despite being determined eligible by the consultant. The reason for this determination is that the following resources have a low level of integrity.

NOT ELIGIBLE (differs from Consultant)

1888 E. Hamlin St
1891 E. Hamlin St.
2118 E Shelby St
2126 E Shelby St
2710 Lake Washington Blvd – MOHI
2023 E Roanoke St
2571 Montlake Pl E
2415 24th Ave E
2412 24th Ave E
2416 24th Ave E
2512 24th Ave E
2400 E Louisa St
2556 24th Ave E
2616 24th Ave E
2419 Lake Washington Blvd
2521 Lake Washington Blvd
2517 Lake Washington Blvd
2511 Lake Washington Blvd

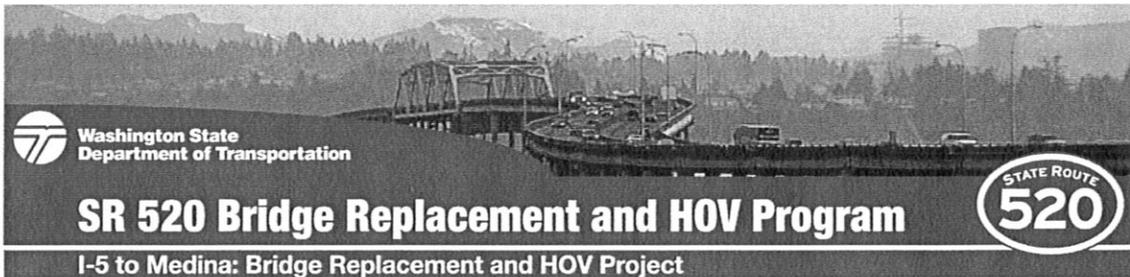
It is our understanding that there may be additional HPIF's coming in as part of this project. It appears that several resources within the University district we missed including Graves Hall and the two pedestrian overpasses. Please note that several of the above structures are Eligible for the NR as contributing resources to a not yet listed district. Identified district include (but is not limited to): Roanoke Park HD (now NR listed), and the Montlake Neighborhood.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov



September 25, 2009

Allyson Brooks, PhD
Washington State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

**Re: Log # 121602-08-FHWA
I-5 to Medina: SR 520 Bridge Replacement and HOV Project
Cultural Resources Discipline Report
Determination of Adverse Effect**

Dear Dr. Brooks:

Per provisions of 36CFR800.3(a), the Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation on this undertaking. Enclosed please find a cultural resource report for the above-referenced project. Per provisions of Section 106 of the National Historic Preservation Act, WSDOT has consulted with your office, affected Tribes, and other Section 106 consulting parties on the Area of Potential Effects (APE) and on determinations of NRHP eligibility (DOEs) for all built historic (pre-1972) resources within the APE. We received concurrence from your office on the APE and the DOEs on August 27, 2009 (in two separate letters, authored by Matthew Sterner and Michael Houser, respectively).

Results of DAHP Consultation: Determinations of Eligibility

Based on consultation with DAHP and consulting parties, we have changed some of our DOEs from the July 2009 consultation letter. As Michael Houser's August 27, 2009 letter describes, the following DOEs have changed:

- Six residential buildings and one commercial building on north Capitol Hill (just east of I-5) are individually eligible for the NRHP.
- Six buildings on the University of Washington campus are individually eligible for the NRHP.
- The Pavilion Pedestrian Bridge (on the University of Washington campus) is individually eligible for the NRHP.

- MOHAI no longer retains sufficient integrity to warrant its inclusion as a contributing resource within the NRHP-eligible Montlake Historic District.
- Several other individual houses within the NRHP-eligible Montlake Historic District no longer retain sufficient integrity to warrant their inclusion as contributing resources.

In addition, HPI forms were completed for three additional properties within the APE.

- Two pedestrian bridges from 1958 across Montlake Boulevard NE, on the UW campus (not NRHP-eligible)
- Graves Hall on the University of Washington campus (NRHP eligible)

WSDOT, on behalf of FHWA, submitted a Determination of NRHP Eligibility to Michael Houser, State Architectural Historian, and Matthew Sterner, State Transportation Archaeologist, on September 24, 2009.

Project Effects on the Historic Built Environment

The enclosed discipline report identifies the effects that this undertaking would have on built historic properties. We have evaluated the three design options that are being analyzed in the supplemental draft environmental impact statement, and their associated suboptions. As described in the discipline report, the following table summarizes the adverse effects that each option would have on these historic properties:

Resource	Option A	Suboption A	Option K	Option L	Suboption L
Montlake Bridge	X	X			
Evergreen Point Bridge	X	X	X	X	X
NOAA Fisheries Science Center	X	X			
Montlake Historic District	X	X		X	X
Selected Individually Eligible Properties in the Montlake HD				X	X
Pavilion Pedestrian Bridge					X

WSDOT has determined that the remaining historic properties within the APE *would not* experience adverse effects as a result of this undertaking, regardless of the selected option. These historic properties include, but are not limited to, the Roanoke Park Historic District, the Seattle Yacht Club, the Montlake Cut, the Canoe House, other University of Washington buildings, the Washington Park Arboretum, and other individually eligible buildings within the APE.

Regardless of the design option that will be selected as the preferred alternative, and despite efforts to avoid or minimize adverse effects, this undertaking will have an adverse effect on historic properties. Upon selection of a preferred alternative, the adverse effects will be mitigated through the development of a Memorandum of Agreement (MOA), in consultation with your office, affected tribes, and other Section 106 consulting parties.

Project Effects on Archaeological and Traditional Cultural Properties

A comparison of the APE revised for the 2009 Supplemental Draft EIS with the APE for the 2006 Draft EIS indicates that the combined construction footprints for all of the

proposed options and suboptions have been adequately investigated by the 2005 and 2006 archaeological excavations, except for two areas. Additional subsurface investigation will be necessary along the eastern side of Lake Washington Boulevard in the northern portion of the Washington Park Arboretum if Option K is selected. The work would be needed to further delineate the Miller Street Landfill (45KI760) and further characterize the landfill's assemblage, internal structure, and integrity. Presently we consider the historic-period landfill to be potentially eligible for the NRHP, and the additional investigations would be directed at substantiating its historical significance and research potential.

Archaeological and geomorphological investigations are necessary where the proposed mainline bridge alignment crosses Foster Island under any of the three new options and their suboptions. We intentionally have postponed archaeological investigations on the Island until the engineering and design plans have advanced to a point where specific locations of ground disturbance become much better established, in order to minimize potential damaging highly sensitive cultural resources that may be present. Foster Island potentially may be a traditional cultural property (TCP) as well. We currently are investigating this possibility with the identified concerned tribes. We will keep you informed of our findings and coordinate our tribal consultation with you and your staff.

Section 106 Consultation History

WSDOT identified potential consulting parties and initiated contact with them in March 2009. Comments on the APE were solicited from those who expressed interest in participation in the Section 106 process, and these comments, received in May 2009, led to a revised, expanded APE. WSDOT held two Section 106 briefings with the consulting parties, one during the day and one in the evening, in late May and early June, to address the comments and concerns expressed by the consulting parties in relation to the APE, and to review the Section 106 process. In July 2009, WSDOT shared the revised APE along with the Historic Property Inventory forms for the project with the consulting parties, and asked for their comment. WSDOT responded to those comments in August 2009, and revised or added Historic Property Inventory forms where appropriate. Another series of Section 106 briefings is scheduled for October 20 and 21, 2009 to discuss the ongoing process in general and the analysis of effects on historic properties from the project in particular.

During July, August and September the WSDOT met with representatives of the Muckleshoot Indian Tribe, Tulalip Tribes, Snoqualmie Tribe, and Suquamish Tribe, and the Duwamish Tribal Services, to provide a status review of the SR 520 Program, I-5 to Medina and the Medina to SR 202 projects. The discussion focused on potential effects to Foster Island by construction associated the proposed three options and the results of cultural resources investigations. All tribal representatives expressed support with waiting to undertake archaeological investigations at Foster Island until after a preferred alternative is selected. The meetings also assisted WSDOT in forwarding the ethnographic objective of documenting elder's knowledge of Foster Island as a tribal burial ground through oral history interviews. Again, we will keep you and your staff informed of our progress.

Conclusion

Regardless of the option that will be selected as the Preferred Alternative, and despite efforts to avoid or minimize adverse effects, this undertaking will have an adverse effect on historic properties. Upon selection of a preferred alternative, the adverse effects will be mitigated through the development of a Memorandum of Agreement (MOA), in consultation with your office, affected Tribes, and other Section 106 consulting parties.

We look forward to your concurrence on our determination of adverse effects by no later than October 28, 2009.

If you have any questions, or would like additional information, please contact me at 206-716-1138 or by email at grayc@wsdot.wa.gov, Ken Juell at 206-464-1236 or juellk@wsdot.wa.gov, or Marsha Tolon, SR 520 Environmental Lead, at 206.521-5571, or by email at tolonm@wsdot.wa.gov. You can also refer to the SR 520 Bridge Replacement and HOV Project Web site at www.wsdot.wa.gov/projects/SR520Bridge for updates and information.

Sincerely,



Connie Walker Gray
Cultural Resources Specialist

Enclosures

Cc: Randy Everett, FHWA
Rebecca McAndrew, WSCOE, w/o attachments
Diane Lake, USACOE, w/o attachments
Allison Hanson, WSDOT w/o attachments
Marsha Tolon, WSDOT, w/o attachments
Scott Williams, WSDOT, w/o attachments
Jenifer Young, WSDOT, w/o attachments



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

October 26, 2009

Ms. Walker Gray
Cultural Resource Specialist
Washington State Department of Transportation
401 Second Avenue South, Suite 560
Seattle, Washington 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Built Environment - Additional DOE's for Built Environment - UW

Dear Ms. Walker Gray:

I have reviewed the additional materials forwarded to our office for the SR 520: 1-5 to Medina Bridge Replacement Project and HOV Project. After careful evaluation I do not wholly concur with your assessment regarding the three additional properties within the APE on the University of Washington Campus.

I concur that Graves Hall is Eligible for the National Register of Historic Places under criterion A & C, for its connection to athletics at the University and as a representative example of the work of noted architect Robert B. Price.

After some additional research, I have determined that the two 1958 pedestrian overpass bridges on Montlake Blvd are Eligible for the National Register under criteria "C". They represent the early work of structural engineer Jack Christiansen, and as early examples of post tension pre-stress concrete. Additional, the bridges served as models for other pedestrian bridges around the state. WSDOT's consultant incorrectly noted that the two bridges had been raised. In fact, after talking with Mr. Christiansen, the bridges have not been raised. The additional concrete around the base supports were added to the structures about 10 years ago for increased structural stability. The extension of the stairs treads and risers to the east, are due to settlement and erosion of the ground. These changes have not altered the character defining features of the resource.

Please note that the Nuclear Reactor Building within the APE has now been officially listed on the National Register of Historic Places.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations

36CFR800. Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Houser', with a long horizontal flourish extending to the right.

Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov

CC: Mathew Sterner, DAHP



U.S. Department
of Transportation
**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

May 24, 2010

HMP-WA/WA 649

ACHP
Carol Legard
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

**ACHP Participation in the SR 520 I-5 to
Medina: Bridge Replacement and HOV
Project**

Dear Ms. Legard:

We are writing to invite participation by the Advisory Council on Historic Preservation (ACHP) in the SR 520 I-5 to Medina: Bridge Replacement and HOV Project in Seattle and Medina, King County, Washington.

In compliance with Section 106 and the National Environmental Policy Act (NEPA), the Washington State Department of Transportation (WSDOT) developed a Supplemental Draft Environmental Impact Statement (SDEIS) in January 2010 (enclosed). Subsequently, a Preferred Alternative was announced on April 29, 2010. WSDOT, on behalf of the Federal Highway Administration (FHWA), is analyzing how the Preferred Alternative will affect historic properties within the Area of Potential Effects (APE).

FHWA and WSDOT, in consultation with the Washington State Historic Preservation Officer (SHPO), multiple consulting parties, and affected Tribes, have determined that several properties within the APE are eligible for the National Register of Historic Places (NRHP). The SHPO concurred with these determinations of eligibility on August 27, 2009. However, there will be revisions to the APE and further study associated with those revisions in relation to the Preferred Alternative.

The project is located within a culturally sensitive area and will have an adverse effect on historic properties, though WSDOT has not yet made a formal determination of effect for the project. The formal determination of effect will be made after study of the revised APE.



The project has a number of unusual and significant issues, which warrant participation by the ACHP per Appendix A of 36CFR800.16:

- **There are a number of potential Traditional Cultural Properties in the APE.** No formally documented Traditional Cultural Properties (TCPs) currently exist within the APE. However, WSDOT has identified one potential Native American TCP and two potential non-Native American TCPs:
 - Foster Island, known to be a location of Native American importance, may qualify as a TCP. WSDOT has conducted an ethnographic study of the project area, and information learned through that research led WSDOT and FHWA to treat Foster Island as a potentially eligible TCP in the SDEIS, although it is not yet formally documented. WSDOT is now gathering additional information to prepare a formal determination of eligibility for Foster Island as an NRHP-eligible TCP.
 - The Seattle Yacht Club, which is listed in the NRHP under Criteria A and C, has hired a consulting firm who recommended that Portage Bay, upon which the Yacht Club is located, is a Traditional Cultural Property, significant for the Seattle Yacht Club's Opening Day of Boating festivities. However, a preliminary study commissioned by WSDOT concludes that the Seattle Yacht Club does not constitute a "community" and that the Opening Day of Boating festivities are not traditional cultural practices.
 - Although not currently within the APE, WSDOT is assessing whether the St. Demetrios Greek Orthodox Church's annual Greek Festival would be a TCP. A preliminary study commissioned by WSDOT concludes that the participants in the Greek Festival do not constitute a "community" and that the Festival is not a traditional cultural practice. However, the church itself is likely eligible for listing in the NRHP, and when the APE is expanded to include the church, WSDOT will make a determination of NRHP eligibility.
- **The scope of the identification efforts for built environment properties is unusually large.** There are hundreds of built environment historic properties in the APE, including historic districts, historic landscapes, and historic bridges. At the beginning of the project, there were ten previously identified historic properties in the Seattle area of the APE. The cultural resources team surveyed an additional 229 historic resources, of which 146 are eligible for listing in the NRHP (either individually or as a contributing resource to historic districts).

WSDOT will be expanding the APE to include 6(f) mitigation sites, a stormwater retention area, and potential truck haul routes. There will likely be additional historic properties in these areas. Per guidelines outlined by the Department of Archaeology and Historic Preservation (DAHP), WSDOT will be surveying and inventorying 100% of the historic resources constructed prior to 1972 in the expanded APE, including along all potential haul routes for the project. This will result in the additional survey and inventory of approximately 400 properties.

- **Among the historic properties within the APE, there are two historic districts, an Arboretum, and a NRHP-eligible bridge.** The Roanoke Park Historic District was listed in the NRHP in August 2009, and the Montlake Historic District has been determined eligible for listing in the NRHP. The Washington Park Arboretum, a historic landscape encompassing 230 acres, is also eligible for listing in the NRHP. The Arboretum will be affected by this undertaking and some property from the Arboretum may be acquired. The SR 520 Evergreen Point Floating Bridge (Governor [Albert D. Rosellini](#) Bridge) spans Lake Washington and is over two miles long. Completed in 1963, it has also been determined eligible for listing in the NRHP under Criteria Consideration G, and it will be replaced as part of this undertaking.
- **There is an unusual degree of public involvement.** Section 106 consulting parties, which include neighborhood associations, advocacy groups, government agencies, Tribes, and educational institutions, have been involved in the Section 106 process. Many have disagreed with WSDOT's preliminary effects determinations. WSDOT and FHWA are continuing consultation with these parties and will continue to consider the views of all consulting parties. Due to the complexity of the project, its location in a residential urban corridor, and its long construction period, the project has become an important issue in adjacent communities. Ongoing Section 106 consultation will likely involve disputes that may not be easily resolved.
- **There are multiple Native American tribes involved.** The APE lies within lands and waters once occupied by Lakes Duwamish Indians whose descendants are enrolled into several federally recognized Indian Tribes including the Muckleshoot Indian Tribe, Suquamish Tribe, Snoqualmie Tribe, the Tulalip Tribes, and the Yakama Nation, as well as the non-federally recognized Duwamish Tribal Services. WSDOT is consulting with these tribes about Foster Island and other issues.
- **There is a known archaeological site within the APE.** The Miller Street Landfill has not yet had a determination of eligibility for the NRHP, but a previous study recommended further research and stated that it could be eligible. Research is currently underway to inform a determination of NRHP eligibility. If it is eligible, project-related activities will likely result in an adverse effect on the site.
- **There is believed to be a Native American cemetery in the APE.** Foster Island is widely believed to have been a Native American cemetery with tree burials as well as possible interments. Due to the sensitive nature of the site, every effort has been made to minimize ground disturbance and damage at the site. In consultation with interested Tribes, WSDOT has delayed ground disturbing archaeological investigations in this area until selection of the Preferred Alternative and refinement of known project ground disturbance from the new bridge. Now that a Preferred Alternative has been selected, a work plan to address the archaeological testing is being drafted, and consultation with the Tribes and SHPO will become more frequent.
- **Mitigation will be reached through a Programmatic Agreement.** This is a large and complex project, and some effects on historic properties cannot be fully determined prior to approval of the undertaking. For instance, several natural resource mitigation sites will

not be identified early enough to perform archaeological identification for the Discipline Report. The same is true for Section 6(f) mitigation sites.

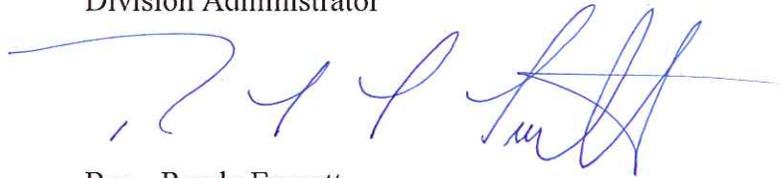
WSDOT and FHWA request the ACHP's participation in order to ensure that all Section 106 requirements are met in consideration of the challenges outlined above.

Enclosed in this package is the draft Cultural Resources Discipline Report, which was prepared in concert with the SDEIS. All appendices to the report are included on the accompanying CD. Following your review of these materials, we would like to schedule a teleconference with you to further discuss the undertaking, the Section 106 challenges, and the ACHP's potential participation in the process.

If you have any questions or require additional information on this project, please contact me at 206-220-7538, or via email at randolph.everett@dot.gov. Thank you in advance for your interest in this project.

Sincerely,

DANIEL M. MATHIS, P.E.
Division Administrator

A handwritten signature in blue ink, appearing to read 'Randy Everett', is written over a horizontal line.

By: Randy Everett
Major Projects Oversight Manager

Enclosures

CC: Dr. Allyson Brooks, DAHP
Allison Hanson, WSDOT
Julie Meredith, WSDOT
Scott Williams, WSDOT



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



June 1, 2010

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**RE: SR 520: I-5 to Medina Bridge Replacement Project and HOV Project
Revised Area of Potential Effects (APE)**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Per provisions of 36 CFR Part 800, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing Section 106 consultation for the above-referenced project. Thank you for your ongoing participation and interest in this project. Please see the enclosed map, which illustrates the revised Area of Potential Effects (APE) for this project. The revised APE builds on the APE that your office concurred with on August 27, 2010. The APE was expanded following multiple conversations with your office, as well as in response to comments and concerns raised by other Section 106 consulting parties. The revised APE now includes all potential construction haul routes, potential Section 6(f) mitigation sites, and stormwater sites.

The revised APE includes all historic (pre-1972) resources abutting the haul routes along Seattle city streets. Where haul routes occur on the I-5 or SR 520 mainline, the APE does not include abutting parcels because additional temporary truck traffic on an Interstate or State Highway would have no potential to affect adjacent historic properties. Where haul routes occur on access roads to the I-5 or SR 520 mainline, the APE does include abutting parcels.

Project construction engineers identified all potential haul routes on Seattle city streets for all aspects of the project, and took into account known project work sites and likely materials procurement and disposal areas. In the very unlikely event that new haul routes outside of this APE are identified, WSDOT will address potential effects to historic

properties along these new haul routes through provisions outlined in the forthcoming Section 106 Programmatic Agreement (PA) for this project.

WSDOT will conduct a survey and inventory of all historic (pre-1972) resources within the revised APE. We have already conducted a full survey –with which your office concurred—for all resources within the August 27, 2009 APE. We plan to submit determinations of eligibility for all resources not previously surveyed on July 14, 2010.

Thank you for your time and attention to this project. We look forward to continuing consultation with your office on this project, and to your comments on the APE. We would appreciate an expedited review of the revised APE, and hope to receive any comments on this APE by Friday, June 4, 2010. If you have any questions, please do not hesitate to contact me at 206-521-5631, email grayc@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at 206-382-5279, email hanson@wsdot.wa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Connie Walker Gray". The signature is written in dark ink and is positioned above the typed name.

Connie Walker Gray
WSDOT Architectural Historian

Cc: Randy Everett, FHWA
Allison Hanson, WSDOT
Scott Williams, WSDOT



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

June 3, 2010

Ms. Connie Walker Gray
Architectural Historian
WSDOT ESO Mega Projects
999 3rd Avenue, Suite 2424
Seattle, Washington 98104

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Archaeology - APE Concur

Dear Ms. Walker Gray:

We have reviewed the materials forwarded to our office for the SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV project. Thank you for your description of the revised area of potential effect (APE), that includes the haul routes, for the project. We concur with the definition of the revised APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

June 14, 2010

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, Washington 98504-8343

DAHP Log #: 121602-08-FHWA

Property: SR 520: I-5 to Medina Bridge Replacement and HOV Project

Re: Notice of Proposed In-Water Geotechnical Borings

Dear Dr. Brooks:

On behalf of the Federal Highway Administration (FHWA), pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT) is continuing consultation regarding the SR 520: I-5 to Medina Bridge Replacement and HOV Project. This letter provides notice of in-water geotechnical borings that would be drilled within Lake Union and Lake Washington to analyze subsurface soil composition to support the design of the west approach pier foundations and floating pontoon anchor locations. WSDOT is providing notice of this work to DAHP and requesting comments on the approach to cultural resources.

As illustrated in Attachment 1, WSDOT proposes 116 in-water borings within Lake Union and Lake Washington. Of the 116 borings, 23 borings would be drilled in Portage Bay of Lake Union, 57 borings would be drilled in Union Bay of Lake Washington, and 36 borings would be drilled within open waters of Lake Washington. Borings will be conducted from a barge, typically moved to the boring location with a tug boat. Borings will be drilled using casing advancer (or wireline) and/or mud rotary methods. For both techniques, a five- or six-inch-diameter outer steel casing will be installed through the water column to about five to ten feet below the mudline. A four-inch-diameter casing will be inserted into the larger casing to advance the boring. Boring may be completed with a three-inch-diameter casing to depth.

A search of WISAARD has demonstrated that no known archaeological resources exist at the proposed locations of the borings. However, there are several archaeological resources that exist within one quarter mile of the locations. The sites include five underwater archaeological sites (45KI426, 45KI433, 45KI761, 45KI762, and 45KI763), two terrestrial archaeological sites (45KI760 and 45KI955), and one terrestrial isolated artifact (45KI952). All of the sites date to the historic period. Of the underwater archaeological sites, the three sites located to the north of SR 520 are within the Area of Potential Effects (APE) and have been determined not eligible for listing in the National Register of Historic Places (NRHP) (45KI761, 45KI762, and 45KI763). The two underwater archaeological sites located to the south of SR 520 are listed as potentially eligible for listing in the NRHP (45KI426 and 45KI433) and are outside of the project APE. Of

the terrestrial archaeological resources, the two archaeological sites (45KI760 and 45KI955) are listed as potentially eligible for listing in the NRHP and the historic period isolate (45KI952) has not been evaluated. These terrestrial sites are within the APE but not located within the project limits or near an area of ground disturbance. They will not be affected by the borings.

None of the borings will intersect any of these known archaeological resources. Given the location of all the borings within the waters of Lake Union and Lake Washington, there is a low likelihood that this work would encounter cultural resources. However, WSDOT has an Unanticipated Discovery Plan (UDP) currently in place for the SR 520: I-5 to Medina Bridge Replacement and HOV Project. All in-water geotechnical boring will be carried out under the provisions and protocols of this UDP. Should any cultural materials or human remains be observed by crews during this boring, work will stop and a WSDOT Cultural Resources Specialist (CRS) will be immediately notified. The WSDOT CRS will coordinate the examination and significance assessment of the find and ensure that the protocols specified in the UDP are followed. The UDP is included as Attachment 2.

WSDOT is currently in the process of obtaining the appropriate permits for this in-water work from the U.S. Army Corps of Engineers. As part of that process, WSDOT has initiated consultation with the Muckleshoot Indian Tribe to ensure that the work does not impact tribal resources or treaty rights. WSDOT will also consult with the other tribes with interest in the SR 520: I-5 to Medina Bridge Replacement and HOV Project regarding cultural resources. WSDOT can provide you with copies of this communication if desired.

If you have questions please contact me at 206.491.9242, email bartoyk@wsdot.wa.gov, or Allison Hanson (Environmental Services Director for Mega Projects) at 206.382.5279, email hansona@wsdot.wa.gov.

Sincerely,

Kevin M. Bartoy
WSDOT Cultural Resources Specialist
ESO Mega Projects

Att. (2) Attachment 1. Proposed In-Water Geotechnical Boring Locations
 Attachment 2. Unanticipated Discovery Plan for SR 520: I-5 to Medina Bridge
 Replacement and HOV Project

cc. Matthew Sterner, DAHP
 Randy Everett, FHWA
 Allison Hanson, WSDOT
 Scott Williams, WSDOT



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501

Mailing address: PO Box 48343 • Olympia, Washington 98504-8343

(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

June 29, 2010

Mr. Kevin Bartoy
Cultural Resources Specialist
WSDOT ESO Mega Projects
999 3rd Avenue, Suite 2424
Seattle, WA 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Response to Notice of In-water Geotech Work

Dear Mr. Bartoy:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). Your material has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

I have no issue with the proposed geotech work or the approach as defined in your correspondence. There is, however, language in the unanticipated discovery plan that requires correction. Please revisit Section 2 of the plan, entitled "Procedures for the Discovery of Human Skeletal Remains." In the past, DAHP has provided WSDOT with text that defines the appropriate notification process as defined by Washington law. The proper sequence of notification in Washington upon the discovery of human skeletal remains or even 'suspected' human skeletal remains is always to notify law enforcement and the appropriate coroner first, rather than the State Physical Anthropologist. It is the responsibility of the agency conducting the work to determine whether the bone is human or not and to contact local law enforcement and the appropriate coroner. DAHP would be happy to provide the correct language that outlines the process for insertion into your unanticipated discovery plan. Please contact me at your convenience or contact Dr. Guy Tasa at Guy.Tasa@dahp.wa.gov.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. If you have not registered for a copy of the database, please log onto our website at www.dahp.wa.gov and go to the Survey/Inventory page for more information and a registration form. To assist you in conducting a survey, DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our website. Finally, please note that effective Nov. 2, 2009, DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD along with an unbound paper copy. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

Thank you for the opportunity to review and comment.

Sincerely,



Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

Washington Park Arboretum: Right-of-Way Peninsula Area

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

PREPARED FOR:	Department of Archaeology and Historic Preservation
PREPARED BY:	Sara Orton, CH2M HILL
DATE:	July 8, 2010
REVIEWED BY:	Lori Durio Price, CH2M HILL; Connie Walker Gray, WSDOT CRS

This technical memorandum discusses the peninsula of land south of SR 520 and north of the current boundaries of the Washington Park Arboretum (Exhibit 1) in Seattle. This land is now Washington State Department of Transportation (WSDOT) right-of-way, but is also used as open space and has trails passing through it. Research was conducted on this piece of land in order to determine its historic affiliation with the Washington Park Arboretum and to evaluate its eligibility for the National Register of Historic Places (NRHP) within the larger historic property. The Arboretum, with its current boundaries, was determined eligible for the NRHP in 2009.

The State of Washington granted certain shore lands to the City of Seattle for park purposes in March 1909, including Block 13 (also shown as parcel 7-2063). By ordinance passed November 7, 1910, by the City Council of Seattle, the City of Seattle accepted the deed of the shore land from the State of Washington. The 1909 law stipulated the land be used by the City as part of its public park system. After the water level of Lake Washington dropped in 1916, exposing new land that had previously been submerged, the new shoreline and additional land belonged to the City of Seattle for use as park land, as stipulated in the 1909 legislation (City of Seattle Legislative Information Service, 2010). After the lake level dropped, 30 acres of land at the north end of the Arboretum became a marsh that extended northward $\frac{1}{4}$ mile to the new shoreline.

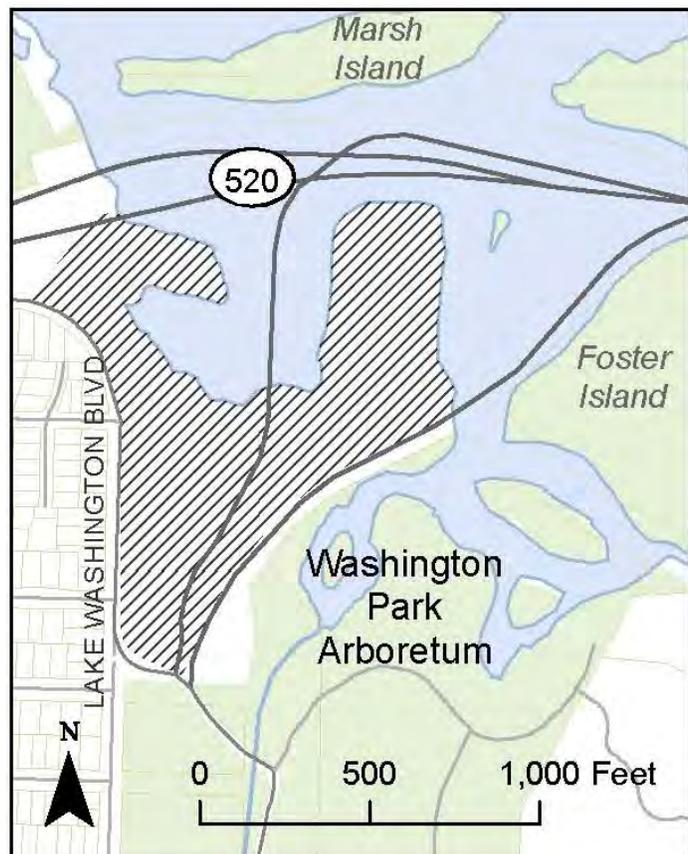


Exhibit 1. Peninsula Area

Part of this area was later used as a dump and became known as the Miller Street Landfill (WSDOT and FHWA, 2009). Prior to the drop in the lake level, a 1914/15 City Park Commissioner's Report mentions the establishment of a landfill generally located in the northern part of Washington Park in the marshes near Union Bay. It is unclear exactly when this land began to be used as a dump. The area had little elevation relief and was overgrown with willows, blackberries, tall grass, and cattails, except for elevated sections on Foster Island and the area of the Miller Street Landfill (BOLA and Kiest, 2003). Archaeological investigations have been conducted at the Miller Street site, known as archaeological site 45KI760, but the site has not been systematically investigated to determine the exact boundaries. Cultural deposits found at the site dated to the 1910s and 1920s (Kiers, 2007).

By 1935, Washington Park was ready to reclaim the landfill area and proceed with development of the northern part of the Arboretum. A letter from the Commissioner of Health for the City of Seattle, dated September 6, 1935, stated the City would have to abandon the dump, despite the extra cost of hauling garbage to another fill. The City abandoned the Miller Street Landfill in 1936 (Kiers, 2007).

The area that became the Miller Street Landfill after the water level dropped, part of Foster Island, and the northern shoreline in the park were included in both the 1904 and 1936 Olmsted Brothers' plans as an area of lagoons. By 1936, this area was "extensive marshlands, interrupted by landfills, following two decades of exposure since the lowering of the lake. The plan proposed the introduction of waterways labeled 'lagoons' to be developed through dredging of the marshland. Dredge spoils would be used to raise the adjacent marshland and to cover the dumps." (BOLA and Kiest, 2003).

In 1938-1939, to implement the lagoon plan, the Puget Sound Bridge and Dredging Company dredged out more than 1¼ miles of lagoons at the north end of the Arboretum. The dredged peat material was overlain on the banks and some of the material was graded off by bulldozer and hand-graded by Works Progress Administration crews (BOLA and Kiest, 2003). In 1939, after the dredging was complete, an extensive planting plan included 16 species of bamboo and 3,500 Japanese iris. However, these plants were neglected during World War II and few survived (WSDOT and FHWA, 2009).

According to State of Washington right-of-way maps from May 1961 (Exhibit 2), Block 13 (Parcel 7-2063) was purchased from the City of Seattle for the construction of SR 520 and the Governor Albert D. Rossellini Bridge (Evergreen Point Bridge) (Washington State Highway Commission, 1961). The Arboretum lost approximately 60 acres of lagoon area to the SR 520 project. Large expanses of the marshes surrounding Foster Island and along the shoreline were dredged prior to construction of the bridge footings to allow access for a pile driver. At least some of the dredged peat was cast to the side adjacent to the dredged areas. Dredging operations also removed some of the garbage fill material and underlying peat from the former Miller Street Landfill site (WSDOT and FHWA, 2009).

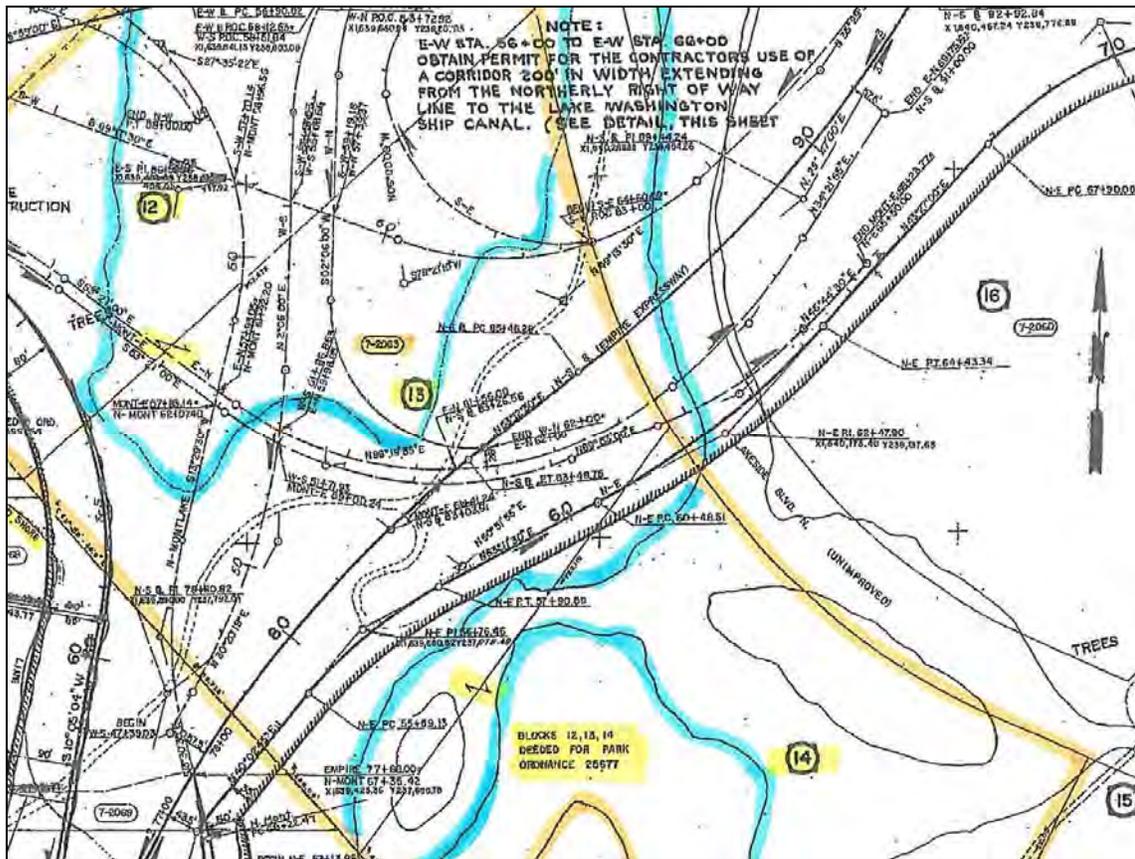


Exhibit 2. Excerpt from Right-of-Way Map, Roanoke Street Extension Arboretum Interchange, Sta. 46+50 to 78+82.4. May 16, 1961. Source: Washington State Highway Commission

No documentation was found regarding the use of this land after it was acquired by WSDOT in 1961.

Based on the research findings, it appears this peninsula was used as parkland between 1939, when the landfill was covered with dredge and graded, and 1961, when it was acquired from the City of Seattle for construction and operation of SR 520. Before construction of SR 520 the peninsula was never fully developed as an integral part of the Arboretum, but it was within the boundaries of the park. This land is currently owned by WSDOT and has been a transportation facility for the last 49 years.

While the peninsula was historically a part of the Arboretum, it has lost considerable integrity due to the conversion to transportation right-of-way and the physical impacts from the bridge, such as the dredging during construction and the columns that support the existing bridge and the associated ramps. The peninsula is now surrounded by interstate roadways: SR 520 main line to the north and entrance and exit ramps on the east, west, and south, which dovetail onto Lake Washington Boulevard. It is accessible via several trails under the elevated roadways (Exhibit 3). A parking lot has been added east of Lake Washington Boulevard and is the trailhead for the loop trail onto the peninsula.



Exhibit 3. Excerpt from the Washington Park Arboretum Map; the Northernmost Section of the Park Showing a Detail of the Peninsula, the Parking Area and the Trails (in brown).
 Source: University of Washington, 2010b.

The Washington Park Arboretum as a whole has been determined eligible for the NRHP (WSDOT and FHWA, 2009). However, the peninsula, which historically was a part of the park, is no longer within the park boundaries, is owned by the State, and is transportation right-of-way, a purpose it has served for the last 49 years. This peninsula area between the various roadway features has lost integrity of design, feeling, association, and setting. The integrity has been compromised by the introduction of the bridge structure and associated ramps, the change in use of the land, and the loss of land and changes to the landscape caused by dredging. As a result of these integrity losses, this parcel of land is not a contributing element of the Washington Park Arboretum.

Exhibit 4 shows the revised historic boundaries of the Washington Park Arboretum, which includes the right-of-way peninsula area discussed in this memorandum. The peninsula area is shown as the hatched area within the revised boundaries of the historic property.

This memorandum clarifies and delineates the historic boundaries of the NRHP-eligible Washington Park Arboretum, which are slightly different than the boundaries on the original Historic Property Inventory form submitted to DAHP in 2009. The right-of-way peninsula area is now included in the historic property, but is considered not contributing to the Arboretum.

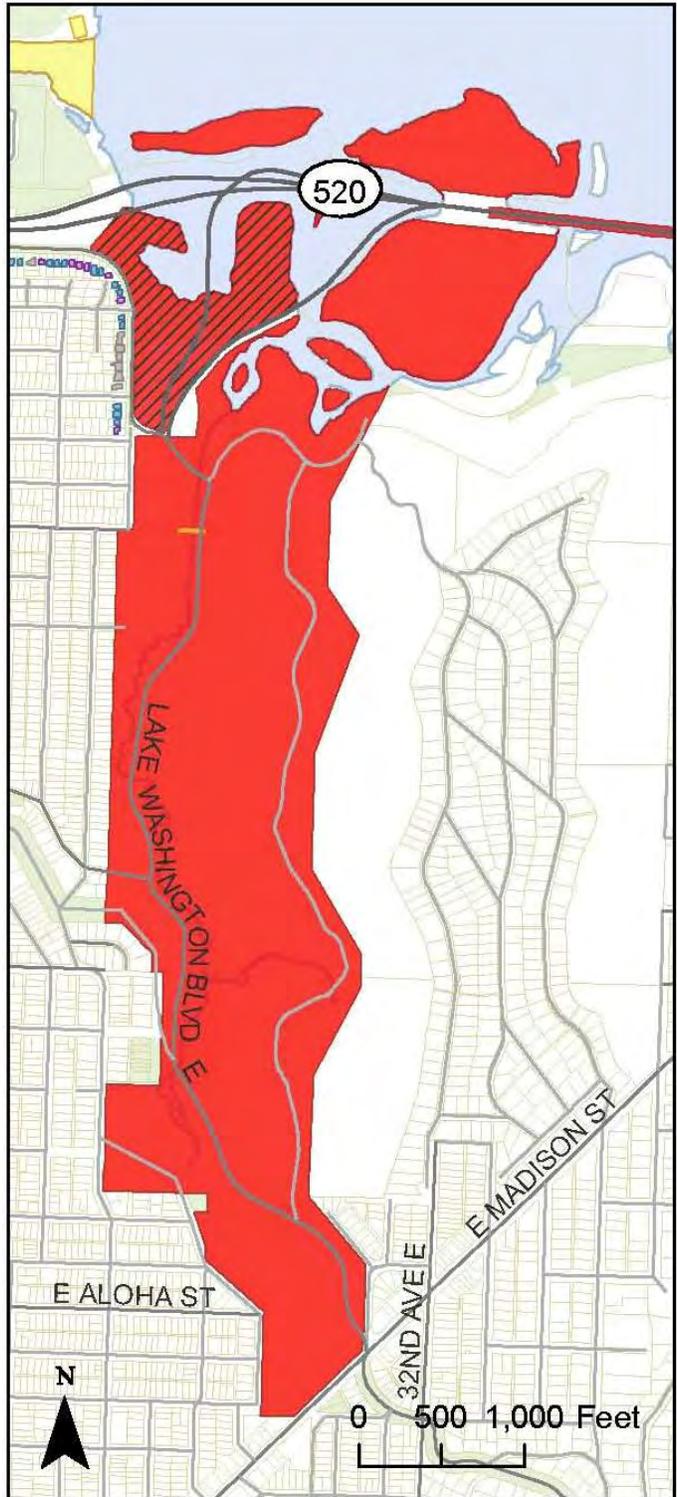


Exhibit 4. Revised Historic Boundaries of the Arboretum Showing the Non-Contributing Right-of-Way Peninsula Area (Hatched Area)

Selected Bibliography

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Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



July 9, 2010

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, Washington 98504-8343

DAHP Log #: 121602-08-FHWA

Property: SR 520: I-5 to Medina Bridge Replacement and HOV Project

Re: DOEs for Lake Washington Boulevard and the Canal Reserve Property

Dear Dr. Brooks:

On behalf of the Federal Highway Administration (FHWA), pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT) is continuing consultation regarding the SR 520: I-5 to Medina Bridge Replacement and HOV Project. This letter provides Determinations of Eligibility (DOE) and supporting documentation for Lake Washington Boulevard and the Canal Reserve Property. WSDOT has determined that both Lake Washington Boulevard and the Canal Reserve Property are eligible for listing in the National Register of Historic Places (NRHP). Lake Washington Boulevard was determined individually eligible for listing and the Canal Reserve Property was determined eligible for listing as a contributing element of the Montlake Historic District, but not as an individual property. WSDOT respectfully requests your review and concurrence with these determinations. In accordance with our earlier agreement for expedited review of these DOEs, we look forward to receiving your response by August 2, 2010.

Hard copies of the Historic Property Inventory forms, as well as a CD containing the exported database files and photo folders, are included in this submittal. If you have any questions, please do not hesitate to contact me at 206.521.5628, email bartoyk@wsdot.wa.gov or Connie Walker Gray at 206521.5631, email grayc@wsdot.wa.gov.

Sincerely,

Kevin M. Bartoy
Cultural Resources Specialist
ESO Mega Projects

Att. (2) Attachment 1. Historic Property Inventory Forms for Lake Washington
Boulevard and the Canal Reserve Property
Attachment 2. CD-ROM of Database Files

Cc: Matthew Sterner, DAHP, w/o attachments
Randy Everett, Federal Highway Administration, w/o attachments
Allison Hanson, WSDOT, w/o attachments
Connie Walker Gray, WSDOT, w/o attachments
Scott Williams, WSDOT, w/o attachments



**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3500
Fax: 206-770-3569
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

July 15, 2010

Allyson Brooks, Ph.D.
Director, Dept. of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343

Y-8393 BH
LTR #1476

Re: SR 520, I-5 to Medina Bridge Replacement and HOV Project
Draft Work Plan for Upcoming Archaeological Investigations
Log#: 121602-08-FHWA

Dear Dr. Brooks:

Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing Section 106 consultation on the above-referenced project. The purpose of this submittal is to provide your office with a draft work plan for archaeological investigations at Foster Island scheduled to occur in August 2010. The work plan was jointly prepared through discussions on June 28 and July 6, 2010 with cultural resources technical staff representing the Muckleshoot, Snoqualmie, and Suquamish tribes as well as staff representing the Department of Archaeology and Historic Preservation (DAHP). We thank you for your participation in these discussions.

Due to the schedule for the upcoming archaeological investigations the review and comment time is brief. **We request your comments or questions on the enclosed work plan by Tuesday, July 20, 2010.** To assist your review process I will contact you by telephone or in person to review the plan and gain your feedback.

If you should have any questions or comments regarding this work at any time please feel free to contact either me at 206.521.5628 or bartoyk@wsdot.wa.gov or Environmental Lead Marsha Tolon at 206.521.5571 or tolonm@wsdot.wa.gov.

We appreciate your continued participation in this project and look forward to your comments on the draft work plan.

Brooks
July 15, 2010
Page 2 of 2

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin M. Bartoy', with a long horizontal stroke extending to the right.

Kevin M. Bartoy, RPA
Cultural Resources Specialist
WSDOT ESO Mega Projects

Enclosure

cc: Matthew Sterner, DAHP, w/o enclosure
Phillip Narte, WSDOT, w/o enclosure
Marsha Tolon, WSDOT w/o enclosure



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

July 20, 2010

Mr. Kevin Bartoy
Cultural Resources Specialist
WSDOT ESO Mega Projects
999 3rd Avenue, Suite 2424
Seattle, WA 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Clarification of UDP Language in UDP for In-water Geotech Work

Dear Mr. Bartoy:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). And thank you for your clarification of the language that appears in the Unanticipated Discovery Plan (UDP) that will be in place for the propose in-water geotech work. I understand from our telephone conversation that the language in the UDP with which I raised concern in my June 29th letter was inserted in the UDP at the request of the State Historic Preservation Officer. Your explanation of the intent of the language clarifies the situation and the language need not be changed as previously requested. In the future, however, please insert the language that has been crafted by the Washington State Physical Anthropologist into all UDPs to avoid confusion, miscommunication, and unnecessary delays.

Thank you for the opportunity to review and comment.

Sincerely,

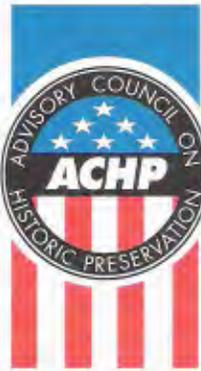
Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



Milford Wayne Donaldson
Chairman

Susan S. Barnes
Vice Chairman

John M. Fowler
Executive Director



Preserving America's Heritage

July 22, 2010

Mr. Victor Mendez
Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

***Ref: Proposed SR 520 I-5 to Medina Bridge Replacement and HOV Project
Seattle and Medina, King County, Washington***

Dear Administrator Mendez:

In response to a notification by the Federal Highway Administration, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Programmatic Agreement for the proposed SR 520 I-5 to Medina Bridge Replacement and HOV Project. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because it has the potential for presenting procedural problems and generating substantial public controversy related to historic preservation issues.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying Division Administrator David Mathis of the Washington Division of this decision.

Our participation in this consultation will be handled by Najah Duvall-Gabriel who can be reached at 202-606-8585, or via e-mail at ngabriel@achp.gov. We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a Programmatic Agreement.

Sincerely,

John M. Fowler
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



United States Department of the Interior

NATIONAL PARK SERVICE

Pacific West Region
909 First Avenue, Fifth Floor
Seattle, Washington 98104-1060



(H40) PWRO-CR

July 26, 2010

Marsha Tolon
Washington State Department of Transportation
999 Third Avenue, Suite 900
Seattle, WA 98104

Re: Stipulation for Historic American Engineering Record (HAER) documentation for the Evergreen Point Bridge

Dear Ms. Tolon,

This is in response to your request for stipulation for Historic American Engineering Record (HAER) documentation of the Evergreen Point Bridge. The Evergreen Point Bridge has been determined eligible for the National Register of Historic Places under Criteria C with Criteria Consideration G. The bridge is nearing the end of its useful life and will be replaced. The Federal Highway Commission and the Washington State Department of Transportation agreed to mitigate the removal, in part, through HAER documentation. The Washington State Historic Preservation Officer and the National Park Service have agreed that Level II HAER documentation will be adequate.

Documentation will consist of the following:

Photographs

Please provide large-format, 4" x 5", 5" x 7", or 8"x10" (enlarged from 4" x 5" or 8"x10" negatives) black and white photographs showing the Evergreen Point Bridge and the transition spans. These images should capture any significant or characteristic details or features associated with the structures, such as (but not limited to) the east and west sides of the bridge, the lift-draw spans, the pontoon deck, the elevated steel truss spans, the steel truss span fixed piers, signage, lighting, and railings. The images should also provide views showing the bridge within its larger environmental setting to give the viewer a sense of the structure's scale and extent.

Please follow the HAER guidelines for preparing the negatives and prints for submittal to ensure that they are archivally stable and meet the HAER photographic standards. HAER guidelines can be found at <http://www.nps.gov/history/hdp/standards/haerguidelines.htm>. You are responsible for providing two copies of each photograph, one for the Library of Congress and one for the Washington State Historic Preservation Officer.

Written History

The written historical and descriptive report should document the design, construction, and use of the Evergreen Point Bridge. The report should illustrate the place of the bridge within the larger context of transportation in Seattle, and it should highlight any unique engineering aspects associated with its history. Please refer to the guidelines for HAER historical reports at the website referenced above.

Drawings

You will not need to supply measured drawings. However, you should photographically reproduce any original construction drawings, sketch plans, details of significant architectural features, or similar available materials using large-format photographs and 8x10 prints. The materials need only be representative rather than comprehensive examples of the structures' plans, design and construction. Alternatively, you can scan these same images and include them at the end of the written history section.

After you have prepared the documentation, you will submit a draft copy to the National Park Service for review. We will then assign the project a HAER number and return to you the materials for final preparation. Once we have received and accepted the final documentation, we will submit the original to the Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscape Survey Collection in the Library of Congress. We will also forward an archival copy of the documentation to the Washington State Historic Preservation Officer.

Should you have any questions regarding this documentation, please contact me at 206.220.4127 or Christine_Avery@nps.gov

Sincerely,



Christy Avery
Historian
NPS Pacific West Regional Office-Seattle

Cc: Allyson Brooks, Washington State Historic Preservation Officer, PO Box 48343, Olympia, WA, 98504-8343





**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3500
Fax: 206-770-3569
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

July 27, 2010

Allyson Brooks, Ph.D. Y-8393
Director, Dept. of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343

BH
LTR #1503

Re: SR 520, I-5 to Medina Bridge Replacement and HOV Project
Final Work Plan for Upcoming Archaeological Investigations
Log#: 121602-08-FHWA

Dear Dr. Brooks:

Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing Section 106 consultation on the above-referenced project. The purpose of this submittal is to provide your office with a final work plan for archaeological investigations at Foster Island scheduled to occur in August 2010. The work plan was jointly prepared through discussions on June 28 and July 6, 2010 with cultural resources technical staff representing the Muckleshoot, Snoqualmie, and Suquamish tribes as well as staff representing the Department of Archaeology and Historic Preservation (DAHP). Comments provided to us by the Muckleshoot, the Snoqualmie, and DAHP were incorporated into this final version of the document. We thank you for your participation in these discussions and for your review of the draft document.

We will provide you with the schedule for these investigations in advance so that you may have the opportunity to visit the fieldwork.

If you should have any questions or comments regarding this work at any time please feel free to contact either me at 206.521.5628 or bartoyk@wsdot.wa.gov or Environmental Lead Marsha Tolon at 206.521.5571 or tolonm@wsdot.wa.gov.

We appreciate your continued participation in this project and look forward to working with you in the future.

Brooks
July 27, 2010
Page 2 of 2

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin M. Bartoy". The signature is fluid and cursive, with the first name "Kevin" being the most prominent.

Kevin M. Bartoy, RPA
Cultural Resources Specialist
WSDOT ESO Mega Projects

Enclosure

cc: Matthew Sterner, DAHP, w/o enclosure
Phillip Narte, WSDOT, w/o enclosure
Marsha Tolon, WSDOT w/o enclosure



RECEIVED

AUG 02 2010

WSDOT Doc. Control

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

July 29, 2010

Mr. Kevin Bartoy
WSDOT ESO Mega Projects
999 3rd Avenue, Suite 2424
Seattle, WA 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Determined Eligible

Dear Mr. Bartoy:

Thank you for contacting our office and providing historic property inventories forms for the Canal Reserve property and Lake Washington Boulevard, both located within the SR 520, I-5 to Medina Bridge Replacement and HOV project. I have reviewed the materials you provided to our office in consultation with Michael Houser, State Architectural Historian, and we concur with your professional opinion that the Lake Washington Boulevard property is eligible for listing in the National Register of Historic Places. We also concur that the Canal Reserve property is not eligible for listing in the National Register but should be considered a contributing element to the Montlake Historic District. I look forward to further consultation regarding your determination of effect.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future



Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3600
Fax: 206-770-3568
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

August 11, 2010

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**RE: SR 520, I-5 to Medina Bridge Replacement Project and HOV Project
Revised Area of Potential Effects (APE)**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the SR 520, I-5 to Medina Bridge Replacement and HOV Project. Thank you for your ongoing participation and interest in this project. Please see the enclosed map, which illustrates the revised Area of Potential Effects (APE) for this project. The APE has been expanded to incorporate two, non-contiguous construction staging sites that would be used to construct supplemental stability pontoons for the new Evergreen Point Bridge. One site will be at the Port of Olympia and the other will be at the Port of Tacoma, encompassing the Concrete Tech Company (CTC) property as well as an area across the street from CTC to the southwest.

The SR 520, I-5 to Medina project is planning to replace the Evergreen Point Bridge with a new 6-lane bridge, which will require 77 total pontoons. As acknowledged in the January 2010 Supplemental Draft Environmental Impact Statement, the I-5 to Medina project plans to use the 33 pontoons constructed by the Pontoon Construction Project for independent catastrophic failure planning, and construct an additional 44 supplemental stability pontoons in order to provide the buoyancy necessary for a new 6-lane bridge. These 44 pontoons are not part of catastrophic failure planning and are only necessary for the 6-lane replacement bridge as identified in the I-5 to Medina project. FHWA has concurred with WSDOT's approach to the independent analysis of the I-5 to Medina

Project and the Pontoon Construction Project. The inclusion of Port of Olympia and CTC sites would allow WSDOT to meet the project delivery schedule.

WSDOT will not construct new casting basins or other production facilities at these construction staging sites. However, WSDOT will be grading, paving, and performing pile driving to build strong foundation slabs at two existing upland industrial facilities to enable pontoon construction. The vertical APE for these sites will extend to the depth of ground disturbance, which includes pile driving. WSDOT will transport the pontoons on existing roadways from those upland sites to the launch sites.

WSDOT will conduct a survey and inventory of all historic (pre-1972) resources within the revised APE. As we have discussed, these locations are privately owned, so the archaeological identification efforts as well as potential evaluation efforts at these sites will be conducted as part of the Programmatic Agreement for the project.

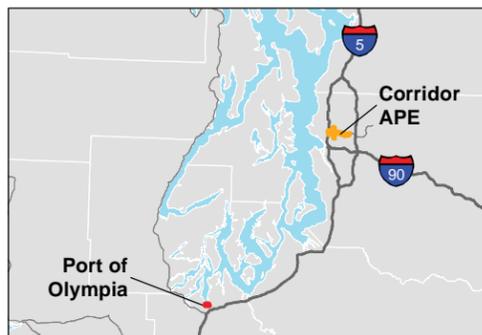
Thank you for your time and attention to this project. We look forward to your comments on the revised APE. As agreed to at a meeting with Megan White, Allison Hanson, and Randy Everett held on May 25, 2010, we would appreciate an expedited review of the revised APE, and hope to receive any comments on this APE by August 23. If you have any questions, please do not hesitate to contact me at 206.521.5628, email bartoyk@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at 206.382.5279, email hanson@wsdot.wa.gov.

Sincerely,



Kevin Bartoy
WSDOT Cultural Resources Specialist

Cc: Matthew Sterner, DAHP
Randy Everett, FHWA
Allison Hanson, WSDOT
Scott Williams, WSDOT



 Port of Olympia APE

Source: NAIP (2009) Aerial Photo. Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

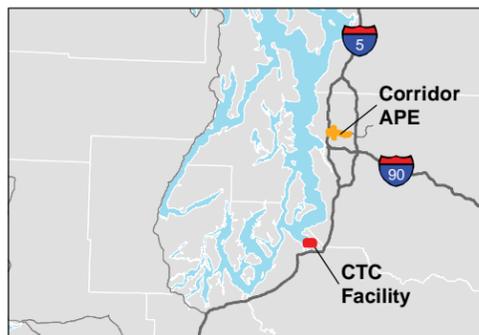
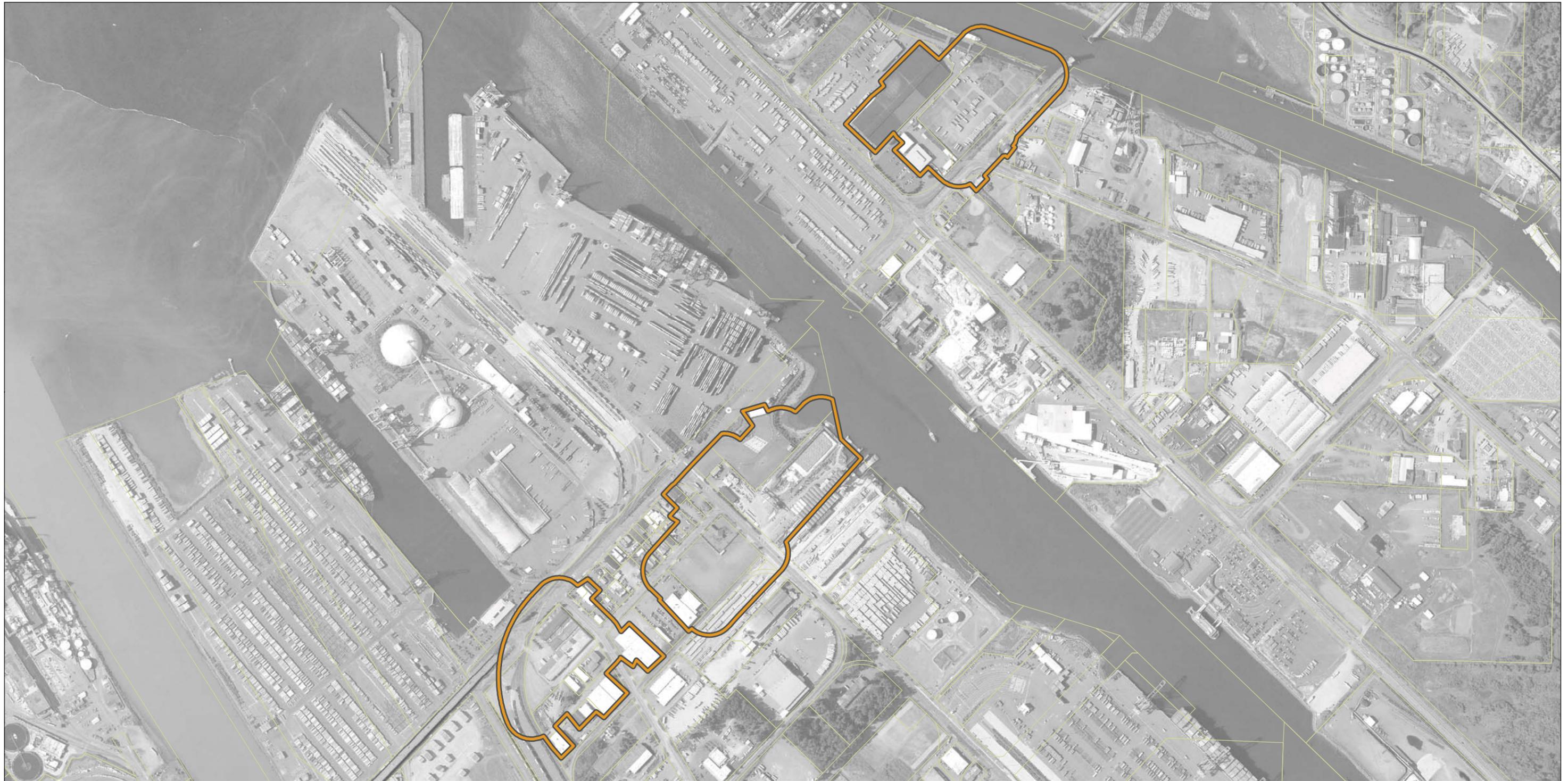


0 250 500 1,000 Feet



**Area of Potential Effects-
Port of Olympia**

SR 520, I-5 to Medina: Replacement and HOV Project



 Area of Potential Effects

Source: USDA-FSA (2006) Aerial Photo. Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



0 250 500 1,000 Feet



**Area of Potential Effects-
CTC Facility**

SR 520, I-5 to Medina: Replacement and HOV Project



Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3600
Fax: 206-770-3568
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

August 11, 2010

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343

**RE: SR 520, I-5 to Medina Bridge Replacement Project and HOV Project
Transmittal of Foster Island Geomorphology Report**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the SR 520, I-5 to Medina Bridge Replacement and HOV Project. The purpose of this letter is to submit the final report of our recent geomorphological investigation undertaken at Foster Island.

This work was carried out in order to characterize the landform history of the north island of Foster Island. As detailed in the attached report, our findings were that the north island of Foster Island has been submerged under Union Bay for approximately the last 2,000 years until the Montlake Cut lowered the water level of Lake Washington in 1916. This information was important in the design of the preferred alternative to verify that new construction would avoid and/or minimize ground disturbance to the historic Foster Island, which we understand to be a culturally sensitive location.

If you have any questions, please do not hesitate to contact me at 206.521.5628, email bartoyk@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at 206.382.5279, email hansona@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Bartoy".

Kevin Bartoy
WSDOT Cultural Resources Specialist

Cc: Matthew Sterner, DAHP
Randy Everett, FHWA
Allison Hanson, WSDOT
Scott Williams, WSDOT



Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3600
Fax: 206-770-3568
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

August 16, 2010

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343

**RE: SR 520, I-5 to Medina Bridge Replacement Project and HOV Project
Request for Concurrence with Eligibility Determination for 45KI760 (the
Miller Street Landfill), Seattle, King County**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the SR 520, I-5 to Medina Bridge Replacement and HOV Project. The purpose of this letter is to submit the National Register of Historic Places (NRHP) evaluation report for 45KI760 (the Miller Street Landfill). As detailed in the attached document, WSDOT has determined that 45KI760 is not eligible for listing in the NRHP.

WSDOT respectfully requests your review of the attached document and your concurrence with the finding that 45KI760 is not eligible for listing in the NRHP. As agreed to at a meeting with Megan White, Allison Hanson, and Randy Everett held on May 25, 2010, WSDOT appreciates an expedited review for this document and your response by September 7, 2010.

If you have any questions, please do not hesitate to contact me at 206.521.5628, email bartoyk@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at 206.382.5279, email hansona@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Bartoy".

Kevin Bartoy
WSDOT Cultural Resources Specialist

Cc: Matthew Sterner, DAHP
Randy Everett, FHWA
Allison Hanson, WSDOT
Scott Williams, WSDOT



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

*1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov*

August 17, 2010

Mr. Kevin Bartoy
Cultural Resources Specialist
WSDOT ESO Mega Projects
999 3rd Avenue, Suite 2424
Seattle, WA 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

Property: SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV

Re: Archaeology - APE Concur

Dear Mr. Bartoy:

We have reviewed the materials forwarded to our office for the above referenced project. Thank you for your description of the revised area of potential effect (APE) that now incorporated property at the Ports of Olympia and Tacoma. We concur with the definition of the revised APE. Since there are no accompanying construction drawings, we presume that the APE boundaries reflect the maximum footprint of the proposed construction.

We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. If you have not registered for a copy of the database, please log onto our website at www.dahp.wa.gov and go to the Survey/Inventory page for more information and a registration form. To assist you in conducting a survey, DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our website. Finally, please note that effective Nov. 2, 2009, DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD along with an unbound paper copy. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3500
Fax: 206-770-3569
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

August 18, 2010

Y-8393 BH
LTR #1584

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, Washington 98504-8343

DAHP Log #: 121602-08-FHWA
Property: SR 520: I-5 to Medina Bridge Replacement and HOV Project
Re: DOEs for Potential Section 6(f) Replacement Properties

Dear Dr. Brooks:

On behalf of the Federal Highway Administration (FHWA), pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT) is continuing consultation regarding the SR 520: I-5 to Medina Bridge Replacement and HOV Project. This letter provides Determinations of Eligibility (DOEs) in the form of six Historic Property Inventory (HPI) forms for buildings located at potential Section 6(f) replacement properties. WSDOT has determined that one of these buildings, known as the Bryant Building, is eligible for listing in the National Register of Historic Places (NRHP). WSDOT has also determined that the five other buildings are not eligible for listing in the NRHP. WSDOT respectfully requests your review and concurrence with these determinations. We look forward to your concurrence on our DOEs by no later than September 16, 2010.

This submittal includes a CD containing the exported database files and photo folders for the six HPI forms, as well as the Cultural Resources Report for Section 6(f) Environmental Evaluation. If you have any questions, please do not hesitate to contact me at 206.521.5552, email duriol@consultant.wsdot.wa.gov or Kevin Bartoy at 206.521.5628, email bartoyk@wsdot.wa.gov.

Sincerely,

Lori Durio on behalf of Lori Durio

Lori Durio
SR 520 Cultural Resources Program Lead

Attachment - CD-ROM with Database Files for Historic Property Inventory Forms and Cultural Resources Report for Section 6(f) Environmental Evaluation

Cc: Matthew Sterner, DAHP, w/o attachments
Randy Everett, Federal Highway Administration, w/o attachments
Allison Hanson, WSDOT, w/o attachments
Kevin Bartoy, WSDOT, w/o attachments
Scott Williams, WSDOT, w/o attachments



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



August 19, 2010

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, Washington 98504-8343

DAHP Log #: 121602-08-FHWA
Property: SR 520: I-5 to Medina Bridge Replacement and HOV Project
Re: DOEs for Potential Haul Route Properties

Dear Dr. Brooks:

On behalf of the Federal Highway Administration (FHWA), pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT) is continuing consultation regarding the SR 520: I-5 to Medina Bridge Replacement and HOV Project. This letter provides Determinations of Eligibility (DOEs) in the form of Historic Property Inventory (HPI) forms for buildings located along potential haul routes. There are a total of 355 HPI forms. WSDOT has determined that 96 of these buildings are eligible for listing in the National Register of Historic Places (NRHP), either individually or as contributing elements to the eligible Montlake historic district. WSDOT has also determined that 259 properties are not eligible for listing in the NRHP. Please see the attached for a listing by address of the surveyed properties. WSDOT respectfully requests your review and concurrence with these determinations. As initially agreed to at a meeting with Megan White, Allison Hanson, and Randy Everett held on May 25, 2010, and further refined on a call between Michael Houser and Connie Gray, we would appreciate an expedited review of the HPI forms, and hope to receive concurrence on our DOEs by September 9.

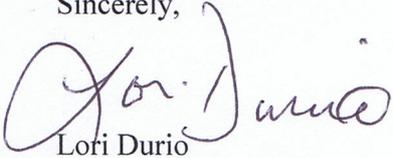
This submittal was done electronically using the new WISAARD HPI system, with the assistance of Megan Duvall, on August 19, 2010. In working with the new system, we discovered some glitches that you may see reflected in our forms. We have been working with Ms. Duvall and she is aware of these issues, but we have listed them below for your information.

- The fields "Changes to Plan" and "Changes to Interior" do not save correctly and appear to be incorrectly linked to other fields.
- The database wasn't retaining the 'address suffix' on the location tab. This appears to have been fixed.
- The address suffix and suffix direction are also not showing up in the "address" column of the inventory tab for the survey.
- Location data is missing from the PDF reports.
- There was a problem with the display of the markers on the location map. This appears to have been fixed.

- The 'delete' record button generally does not work. Therefore, there are a couple records still in the database that need deleting.
- There was a period of time when new records were created, but the entered data wasn't being saved. This led to a number of blank records, all of which I believe have been corrected.

If you have any questions, please do not hesitate to contact me at 206.521.5552, email duriol@consultant.wsdot.wa.gov or Kevin Bartoy at 206.521.5628, email bartoyk@wsdot.wa.gov.

Sincerely,



Lori Durio
Cultural Resources Program Lead
SR 520 Program

Attachment – List of surveyed properties

Cc: Matthew Sterner, DAHP, w/o attachments
Randy Everett, Federal Highway Administration, w/o attachments
Allison Hanson, WSDOT, w/o attachments
Kevin Bartoy, WSDOT, w/o attachments
Scott Williams, WSDOT, w/o attachments



Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3600
Fax: 206-770-3568
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

August 23, 2010

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**RE: SR 520, I-5 to Medina Bridge Replacement and HOV Project
Notification of Geotechnical Borings for Third Pontoon Sites**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the SR 520, I-5 to Medina Bridge Replacement and HOV Project. The purpose of this letter is to provide you with notification in regards to our intent to undertake geotechnical boring within the recently expanded Area of Potential Effects (APE) for the above referenced project. WSDOT plans to undertake geotechnical testing at the Port of Olympia and the Port of Tacoma. These locations were included within our recent APE revision that was transmitted to you on August 11, 2010. WSDOT is in receipt of a comment letter dated August 17, 2010 from Matthew Sterner in regards to the expanded APE.

At the Port of Olympia the geotechnical testing will include seven borings, all up to an approximate depth of 120 feet. At the Port of Tacoma, the testing will include four borings, all up to an approximate depth of 120 feet. All borings will be conducted using wire line rod mud rotary method. For mud rotary drilling, a five-inch diameter steel casing will be inserted into the ground to contain drilling operations. A four-inch diameter casing is then advanced through the outer casing into the soil with a rotary auger. At regular intervals a split spoon sampler is lowered into the casing to take soil samples. After completion of each boring, the hole will be filled up with bentonite clay as the casing is removed. The borings with piezometers will have 1 1/2" PVC pipe in them

and will be filled with silica sand and bentonite clay, and then capped with a surface set monument.

For the duration of these borings, WSDOT will have a qualified archaeologist on site to monitor for potential unanticipated discoveries. As we have previously discussed, the locations at the Port of Olympia and the Port of Tacoma are privately owned, so the archaeological identification efforts as well as potential evaluation efforts at these sites will be conducted as part of the Programmatic Agreement for the project.

Thank you for your time and attention to this project. Current plans have the geotechnical testing beginning on August 30, 2010. If you have any questions, please do not hesitate to contact me at 206.521.5628, email bartoyk@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at 206.267.6532, email hansona@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Bartoy', written in a cursive style.

Kevin Bartoy
WSDOT Cultural Resources Specialist

Cc: Matthew Sterner, DAHP
Randy Everett, FHWA
Allison Hanson, WSDOT
Scott Williams, WSDOT