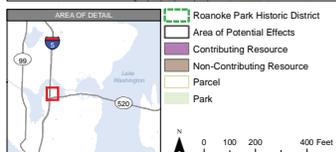
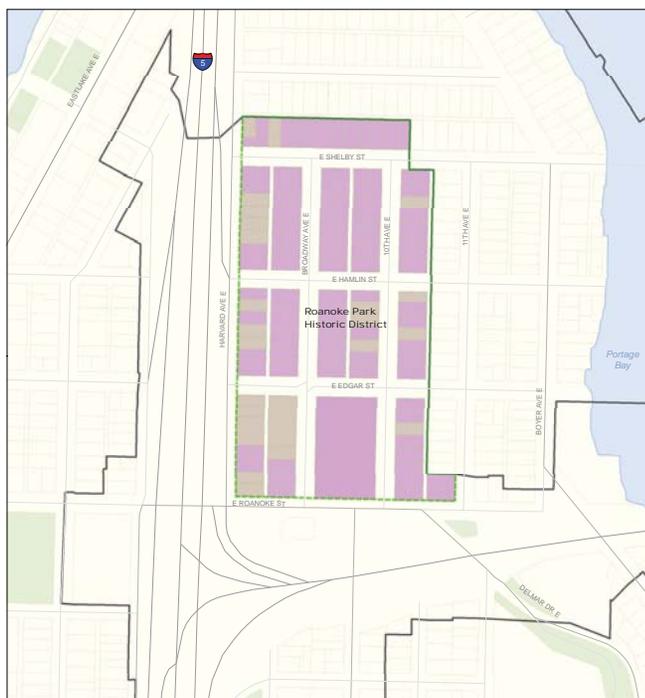


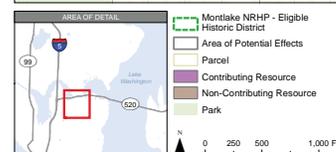
Cultural resources – Historic districts within area of potential effects



Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD83.



Exhibit 16. Roanoke Park Historic District
I-5 to Medina: Bridge Replacement and HOV Project



Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD83.



Exhibit 19. Montlake NRHP-Eligible Historic District
I-5 to Medina: Bridge Replacement and HOV Project

Cultural resources – Historic properties

Operation or construction of the project may have an adverse effect on the following historic properties (as defined by Section 106 of the National Historic Preservation Act):

- Evergreen Point Bridge (all options)
- NOAA Northwest Fisheries Science Center (Option A)
- Montlake Bridge (Option A)
- 2111 E. Shelby Street (Option A)
- 2158 E. Shelby Street (Option L)
- 2159 E. Shelby Street (Option L)
- Montlake NRHP-Eligible Historic District (Options A and L)
- Foster Island (Option K)

Once a preferred alternative has been selected, a final determination of operational and construction effects for the project will be made through ongoing consultation with the Department of Archaeology and Historic Preservation, affected Tribes, and other Section 106 consulting parties.

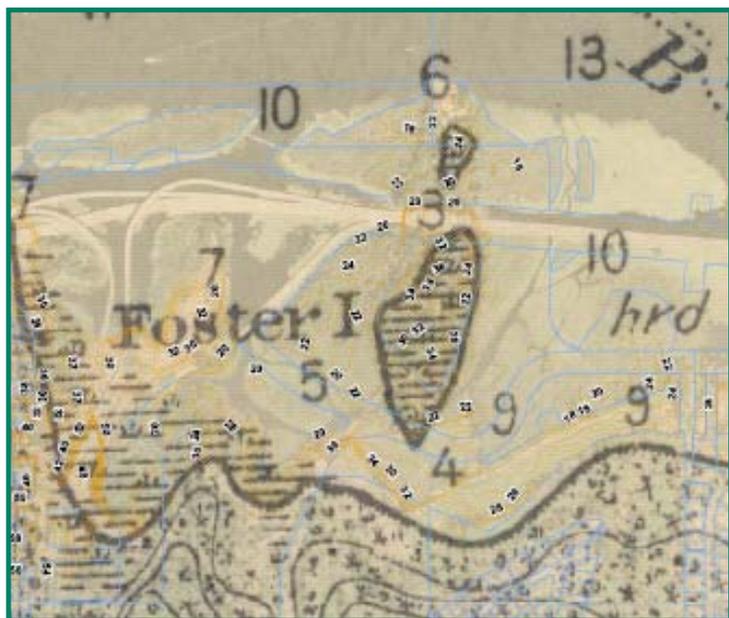


An example of a home in the Montlake NRHP-Eligible Historic District.



The NOAA Northwest Fisheries Science Center.

Cultural resources – Foster Island



1905 Coast Guard survey map with current SR 520 overlay.

Foster Island is culturally significant to local tribes. The proposed design would minimize effects on the areas with greatest cultural significance, located south of the existing SR 520 alignment.

Each option would affect Foster Island:

- Option A would require a small, temporary (less than 6 months) construction easement north of the existing alignment, adjacent to the Arboretum Waterfront Trail.
- Option K's proposed land bridge would result in a 2.8-acre excavation and fill across the island. As a result, Option K would have an adverse effect as defined by Section 106.
- Option L would require a narrow area of temporary (longer than 6 months) construction easement and work bridges north of the existing SR 520 alignment.

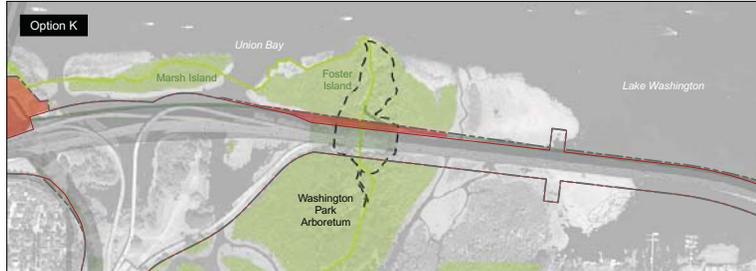
WSDOT is continuing coordination with tribal nations to conduct further archaeological studies when a preferred alternative is identified for the project.

Recreation

East Montlake and McCurdy Parks



Washington Park Arboretum



Option A would acquire 5.5 acres of park land.

Option K would acquire 7.6 acres of park land.

Option L would acquire 7.1 acres of park land.

Section 4(f) and Section 6(f)

- Section 4(f) of the 1966 U.S. Department of Transportation Act protects historic properties, parks, recreation areas, and wildlife and waterfowl refuges. Land from these resources may not be used for transportation projects unless there is no feasible and prudent alternative.
- There is no feasible and prudent project alternative that would avoid the use of all Section 4(f) properties.
- Twelve historic properties, four parks, and two trails experience a “use” under Section 4(f) in the project area.
- Section 6(f) of the Land and Water Conservation Act protects the Arboretum Waterfront Trail, the Ship Canal Waterside Trail, and the lands they traverse from change to a different use.
- If these lands are converted to a transportation use, they must be mitigated through replacement with property of the same market value and of reasonably equivalent usefulness and location.



Foster Island pedestrian bridge.



Arboretum Waterfront Trail under SR 520 on Foster Island.