

Urban Corridors Office  
401 Second Avenue S., Suite 400  
Seattle, WA 98104  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

May 20, 2009

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

**Re: SR 520 Pontoon Construction Project  
Log # 122107-37-FHWA  
Grays Harbor and Pierce County, Washington**

**Built Environment Determinations of Eligibility (DOE) and  
Revised Area of Potential Effects (APE)**

Dear Dr. Brooks:

Per provisions of 36CFR800, the Washington State Department of Transportation, 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 (a) provide your office with a revised Area of Potential Effects (APE) and to submit determinations of eligibility for all historic built-environment resources within the APE.

The APE has been revised because WSDOT is no longer considering the Industrial Development District #1 site (IDD#1) site in Hoquiam, Grays Harbor County. This alternative is no longer being considered. In February 2009, WSDOT removed IDD#1 from further consideration due to the unacceptable level of adverse effects on wetlands that would be associated with development of this property. As the enclosed APE maps illustrate, WSDOT is now only considering the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard, Aberdeen for the development of a new pontoon construction site. In addition to one of these sites, WSDOT still intends to use an existing facility at Concrete Technology Corporation (CTC) in Tacoma. The APE boundaries around these sites have not been changed since the 2/15/09 APE determination.



# Pontoon Construction Project



In addition, please find hard copies, as well as a CD with database files and associated photographs, for the historic resources within the APE. The cultural resources survey identified 110 historic resources (constructed on or before 1964), nine (9) of which are considered historic properties per Section 106. Please see the attached table, which summarizes the National Register of Historic Places (NRHP) eligibility of the 110 resources.

## **Aberdeen Log Yard**

There are 93 historic resources in the Aberdeen Log Yard APE. None are listed in the NRHP. The following six (6) properties are eligible for listing in the NRHP:

- 1408 Hood Street
- 118 S. Washington Street
- 201 S. Washington Street
- 919 W. Wishkaw Street
- 1019 W. Wishkaw Street
- 1101 W. Wishkaw Street

The remaining 87 resources with the Aberdeen Log Yard APE are not eligible for listing in the NRHP.

## **Anderson & Middleton**

There are 11 historic resources within the Anderson & Middleton APE. None are listed in the NRHP. One (1) property is eligible for listing in the NRHP: the Northern Pacific Railroad Depot at 719 8th Street.

The remaining 10 resources with the Anderson & Middleton APE are not eligible for listing in the NRHP.

## **Concrete Technology Corporation (CTC)**

There are six (6) historic resources within the CTC APE. The following two (2) resources are eligible for listing or listed in the NRHP:

- Fire Station No. 15, 3510 E. 11<sup>th</sup> Street (listed in the NRHP)
- Concrete Tech Corporation (1123 Port of Tacoma Road) (NRHP eligible)

The remaining four (4) resources are not eligible for listing in the NRHP, including the Hylebos Waterway Bridge which was determined not eligible in 2006. Please note that the Hylebos Waterway Bridge and Fire Station No. 15 are not included in this enclosure, since they have already been documented. However, the forthcoming technical report will include documentation of these resources in an appendix.



## Pontoon Construction Project



We look forward to your comment on the revised APE for this project, as well as your concurrence on WSDOT's determinations of eligibility for the 110 historic resources within the APE by June 19, 2009. Upon your concurrence with the eligibility determinations, WSDOT will evaluate whether this undertaking will have an adverse effect on historic properties within the APE. If you have any questions about these determinations, or would like additional information, please contact me at [grayc@wsdot.wa.gov](mailto:grayc@wsdot.wa.gov) or (206) 716-1138.

Sincerely,

Connie Walker Gray  
WSDOT Cultural Resources Specialist

Enclosures

cc:

Randy Everett, FHWA  
Rob Berman, WSDOT SR 520 Project  
Margaret Kucharski, WSDOT SR 520 Project  
Scott Williams, WSDOT Cultural Resources Program



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

Urban Corridors  
SR 520 Project  
600 Stewart Street, Suite 520  
Seattle, WA 98101-1209  
206-770-3500  
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www.wsdot.wa.gov

May 29, 2009

Letter # 828  
Y-TSO  
PE0206

The Honorable Fawn Sharp  
President  
Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

Dear President Sharp:

On behalf of the Washington State Department of Transportation, I would like to express my appreciation for the May 15 meeting with members of the Quinault Business Committee and technical staff to discuss the SR 520 Bridge Pontoon Construction Project. As you know, WSDOT is analyzing two potential sites for pontoon construction in Grays Harbor: Aberdeen Log Yard (ALY) and Anderson-Middleton (A&M). The members of the Business Committee, including Andrew Mail, Larry Ralston, Constance Wilson, James DelaCruz and Phillip Martin Sr., had many great questions and provided important feedback regarding these two sites.

I also wanted to let you know about two immediate items that are underway:

- 1) We will be meeting with some of the Quinault fishing community on June 1, as suggested by the Business Committee; and
- 2) Several WSDOT staff had a good discussion on May 18 with Councilman Phillip Martin, Natalie Charlie, and a representative of the Bureau of Indian Affairs (BIA) to discuss the potential Quinault gravel pit. WSDOT staff explained the process of submitting material to WSDOT in order to obtain Aggregate Source Approval. Please let me know if there are other questions that arise on this topic.

With regard to the potential pontoon construction sites, we appreciated receiving the written list of questions. Attached you will find responses to these questions. We also think it would be helpful to meet with the Business Committee again to both review our responses as well as look ahead to the preferred alternative that we discussed.

The Honorable Fawn Sharp  
May 29, 2009  
Page Two

We would like to attend the June 8 Business Committee meeting and are going through the formal process to receive time on the agenda. Prior to that meeting, we would like to offer a briefing to you, and to any other Committee members who were not at the May 15 meeting so that we can share the issues we've discussed to date and also make sure that we're able to address any other questions on June 8. I'll call your office to see about this idea and look at scheduling options.

At the Quinault Business Committee meeting on June 8 we would also like to discuss WSDOT's need to move forward with a preferred alternative. We look forward to ongoing consultation with the Quinault Nation about mitigation, fishing, and cultural resources throughout the environmental process, including on a preferred site. Your input is important to us, and we think that an additional meeting would be helpful before WSDOT identifies its preferred alternative and makes this announcement.

Both site alternatives will be fully evaluated for environmental effects under the National Environmental Policy Act process, and we will continue to address questions about mitigation, fishing, and cultural resources at both sites. We are also conducting additional geotechnical and hazardous materials review on both sites. By identifying a preferred alternative this spring we can pursue early and concurrent environmental consultation and permitting coordination with regulatory agencies, while still evaluating both sites.

At the meeting on May 15, we provided a notebook of materials to Vice Chair Andrew Mail and Natural Resources Director David Bingaman. This binder includes materials shared with the Quinault Indian Nation staff to date, such as information shared through the Pontoon Construction Project Coordination Agency Team (PCPACT), formal correspondence, and meeting notes. I wanted to let you know that we're in the process of making binders for each of the Business Committee members and will send those to the Quinault Nation offices as soon as they are ready.

Please do not hesitate to contact call me at 360-705-7773, or [DyeD@wsdot.wa.gov](mailto:DyeD@wsdot.wa.gov) if you have any questions. Thank you again for all of the assistance you, the Business Committee and staff have provided on this project to date. We look forward to further discussions and working together as we move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Dye", with a large, sweeping flourish extending to the left.

Dave Dye  
Deputy Secretary  
Washington State Department of Transportation

The Honorable Fawn Sharp  
May 29, 2009  
Page Three

Enclosure: Responses to May 15, 2009 QIN questions

cc:

Vice Chair Andrew Mail  
Treasurer Larry Ralston (w/ tribal contact binder)  
Secretary Latosha Underwood (w/ tribal contact binder)  
Committee-member Constance Wilson (w/ tribal contact binder)  
Committee-member James Sellers (w/ tribal contact binder)  
Committee-member Donald Waugh Jr. (w/ tribal contact binder)  
Committee-member Richard Underwood (w/ tribal contact binder)  
Committee-member James Delacruz (w/ tribal contact binder)  
Committee-member Phillip E. Martin Sr. (w/ tribal contact binder)  
Committee-member Sandra Wells-Kalama (w/ tribal contact binder)  
Gene James, Sr. (w/ tribal contact binder)  
David Bingaman, QIN DNR Director  
Ed Johnston, QIN Fisheries Policy  
Joe Schumacker, QIN Environmental Protection  
Justine James, QIN Cultural Resources  
Jim Jorgensen, QIN Fisheries Biologist

Julie Meredith, SR 520 Program Director  
Phillip Narte, SR 520 Tribal Liaison  
Megan Beeby, WSDOT HQ Tribal Liaison  
Randy Everett, FHWA, WSDOT Major Projects Oversight Manager

June 18, 2009

Richard Bellon  
Cultural Resources Director  
The Confederated Tribes of the Chehalis Reservation  
PO Box 536  
Oakville, WA 98568

Y-8393 AR  
LTR #870  
PE0504  
ENV\_NEP(106)

**Re: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE) and  
Work Plan for Upcoming Archaeological Investigations**

Dear Mr. Bellon:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) and with a work plan for upcoming archaeological investigations.

**Revised Areas of Potential Effects (APE)**

The APE has been revised because WSDOT is no longer considering the Industrial Development District #1 site (IDD#1) site in Hoquiam, Grays Harbor County as a project site alternative. In February 2009, WSDOT removed IDD#1 from further consideration and provided public comment period on this change to the range of alternatives. IDD#1 was removed because it was highly unlikely that the site would be permitted by the US Army Corps of Engineers under the Clean Water Act, due to the high level of potential wetland impacts.

As the enclosed APE maps illustrate, WSDOT is now only considering the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen for the development of a new pontoon construction site. In addition to one of these sites, WSDOT still intends to use an existing facility at Concrete Technology Corporation (CTC) in Tacoma. The APE boundaries around these sites have not been changed since the APE was determined and provided to your office on February 15, 2009.

We look forward to your comment on the revised APE for this project by Monday, July 20, 2009.

## Work Plan for Upcoming Archaeological Investigations

We are proposing to conduct archaeological investigations on the Anderson & Middleton site and the Aberdeen Log Yard and plan to begin the work mid-July. The archaeological investigations are necessary to determine if intact subsurface archaeological deposits are located at the alternative properties, and if they are, to assess the significance of these deposits for the purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA) and National and State Environmental Policy Acts (NEPA/SEPA). In addition to the archaeological investigations, we are also planning to conduct geomorphological investigations on the two sites in June.

The enclosed research design and work plan presents a historical overview of the Area of Potential Effects (APE), a description of the resources known to be present, research themes and objectives, and an approach for applying the significance assessment methods to evaluate the resources in conjunction with the research themes, and the excavation strategy.

If you have any comments on the work plan, please let us know by Monday July 6, 2009 so we may work with you to resolve any issues of concern before mid-July.

If you have any questions or are interested in observing the field work activities, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures  
Richard D. Daugherty, Archaeologist, w/ enclosures

June 18, 2009

Alexis Barry  
Hoh Indian Tribe  
PO Box 2196  
2464 Lower Hoh Rd.  
Forks, WA 98331

Y-8393 AR  
LTR #871  
PE0504  
ENV\_NEP(106)

**Re: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE) and  
Work Plan for Upcoming Archaeological Investigations**

Dear Ms. Barry:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) and with a work plan for upcoming archaeological investigations.

**Revised Areas of Potential Effects (APE)**

The APE has been revised because WSDOT is no longer considering the Industrial Development District #1 site (IDD#1) site in Hoquiam, Grays Harbor County as a project site alternative. In February 2009, WSDOT removed IDD#1 from further consideration and provided public comment period on this change to the range of alternatives. IDD#1 was removed because it was highly unlikely that the site would be permitted by the US Army Corps of Engineers under the Clean Water Act, due to the high level of potential wetland impacts.

As the enclosed APE maps illustrate, WSDOT is now only considering the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen for the development of a new pontoon construction site. In addition to one of these sites, WSDOT still intends to use an existing facility at Concrete Technology Corporation (CTC) in Tacoma. The APE boundaries around these sites have not been changed since the APE was determined and provided to your office on February 15, 2009.

We look forward to your comment on the revised APE for this project by Monday, July 20, 2009.

## Work Plan for Upcoming Archaeological Investigations

We are proposing to conduct archaeological investigations on the Anderson & Middleton site and the Aberdeen Log Yard and plan to begin the work mid-July. The archaeological investigations are necessary to determine if intact subsurface archaeological deposits are located at the alternative properties, and if they are, to assess the significance of these deposits for the purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA) and National and State Environmental Policy Acts (NEPA/SEPA). In addition to the archaeological investigations, we are also planning to conduct geomorphological investigations on the two sites in June.

The enclosed research design and work plan presents a historical overview of the Area of Potential Effects (APE), a description of the resources known to be present, research themes and objectives, and an approach for applying the significance assessment methods to evaluate the resources in conjunction with the research themes, and the excavation strategy.

If you have any comments on the work plan, please let us know by Monday, July 6, 2009 so we may work with you to resolve any issues of concern before mid-July.

If you have any questions or are interested in observing the field work activities, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures

June 18, 2009

Walter Jackson  
Quileute Tribe  
PO Box 279  
La Push, WA 98350

Y-8393 AR  
LTR #869  
PE0504  
ENV\_NEP(106)

**Re: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE) and  
Work Plan for Upcoming Archaeological Investigations**

Dear Mr. Jackson:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) and with a work plan for upcoming archaeological investigations.

**Revised Areas of Potential Effects (APE)**

The APE has been revised because WSDOT is no longer considering the Industrial Development District #1 site (IDD#1) site in Hoquiam, Grays Harbor County as a project site alternative. In February 2009, WSDOT removed IDD#1 from further consideration and provided public comment period on this change to the range of alternatives. IDD#1 was removed because it was highly unlikely that the site would be permitted by the US Army Corps of Engineers under the Clean Water Act, due to the high level of potential wetland impacts.

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We look forward to your comment on the revised APE for this project by Monday, July 20 2009.

## Work Plan for Upcoming Archaeological Investigations

We are proposing to conduct archaeological investigations on the Anderson & Middleton site and the Aberdeen Log Yard and plan to begin the work mid-July. The archaeological investigations are necessary to determine if intact subsurface archaeological deposits are located at the alternative properties, and if they are, to assess the significance of these deposits for the purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA) and National and State Environmental Policy Acts (NEPA/SEPA). In addition to the archaeological investigations, we are also planning to conduct geomorphological investigations on the two sites in June.

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If you have any comments on the work plan, please let us know by Monday, July 6, 2009 so we may work with you to resolve any issues of concern before mid-July.

If you have any questions or are interested in observing the field work activities, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures

June 18, 2009

Dave Bingaman  
Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

Y-8393 AR  
LTR #866  
PE0504  
ENV\_NEP(106)

**Re: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE) and  
Work Plan for Upcoming Archaeological Investigations**

Dear Mr. Bingaman:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) and with a work plan for upcoming archaeological investigations.

**Revised Areas of Potential Effects (APE)**

The APE has been revised because WSDOT is no longer considering the Industrial Development District #1 site (IDD#1) site in Hoquiam, Grays Harbor County as a project site alternative. In February 2009, WSDOT removed IDD#1 from further consideration and provided public comment period on this change to the range of alternatives. IDD#1 was removed because it was highly unlikely that the site would be permitted by the US Army Corps of Engineers under the Clean Water Act, due to the high level of potential wetland impacts.

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We look forward to your comment on the revised APE for this project by Monday, July 20, 2009.

## Work Plan for Upcoming Archaeological Investigations

We are proposing to conduct archaeological investigations on the Anderson & Middleton site and the Aberdeen Log Yard and plan to begin the work mid-July. The archaeological investigations are necessary to determine if intact subsurface archaeological deposits are located at the alternative properties, and if they are, to assess the significance of these deposits for the purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA) and National and State Environmental Policy Acts (NEPA/SEPA). In addition to the archaeological investigations, we are also planning to conduct geomorphological investigations on the two sites in June.

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If you have any questions or are interested in observing the field work activities, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures  
Justine James, Quinault Indian Nation, w/ enclosures  
Leilani Chubby, Quinault Indian Nation, w/ enclosures

June 18, 2009

Earl Davis  
Shoalwater Bay Tribe  
PO Box 130  
Tokeland, WA 98590

Y-8393 AR  
LTR #867  
PE0504  
ENV\_NEP(106)

**Re: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE) and  
Work Plan for Upcoming Archaeological Investigations**

Dear Mr. Davis:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) and with a work plan for upcoming archaeological investigations.

**Revised Areas of Potential Effects (APE)**

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We look forward to your comment on the revised APE for this project by Monday, July 20, 2009.

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If you have any questions or are interested in observing the field work activities, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures

June 18, 2009

Kris Miller  
Skokomish Tribe  
North 80 Tribal Center Road  
Skokomish, WA 98584

Y-8393 AR  
LTR #868  
PE0504  
ENV\_NEP(106)

**Re: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE) and  
Work Plan for Upcoming Archaeological Investigations**

Dear Ms. Miller:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) and with a work plan for upcoming archaeological investigations.

**Revised Areas of Potential Effects (APE)**

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Sincerely,



Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures



**Washington State  
Department of Transportation**

**Paula Hammond**  
Secretary of Transportation

**Urban Corridors Office**  
401 Second Avenue South, Suite 300  
Seattle, WA 98104  
206-716-1121/ fax 206-716-1101  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

June 21, 2009

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

**Re: SR 520 Pontoon Construction Project, Archaeological Work Plan for Investigations at Two Alternative Construction Sites at Grays Harbor, Grays Harbor County**

**Log: 122107-37-FHWA**

Dear Dr. Brooks:

The Washington State Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration, is continuing consultation related to Section 106 of the National Historic Preservation Act for the SR 520 Pontoon Construction Project. Enclosed please find the Archaeological Work Plan for investigations at the two alternative pontoon construction sites at Grays Harbor, in Grays Harbor County. The Work Plan presents background, a research design, and the archaeological investigations plan that will be implemented at the Aberdeen Log Yard in Aberdeen and the Anderson-Middleton Site in Hoquiam. WSDOT and FHWA want to begin fieldwork in early-mid to mid-July and seek your comments and concurrence with the Work Plan at your earliest convenience. We look forward to hearing from you.

Please contact me at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or 206-464-1236 or Margaret Kucharski at 206-770-3540 with any questions, comments, or concerns you may have. Thank you.

Sincerely,

Kenneth E. Juell  
Cultural Resources Specialist

cc Julie Meredith, WSDOT  
Allison Hanson, WSDOT  
Scott Williams, WSDOT  
Margaret Kucharski, WSDOT  
Randy Everett, FHWA



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](http://www.dahp.wa.gov)

June 22, 2009

Ms. Connie Walker Gray  
Cultural Resource Specialist  
WSDOT Urban Corridors Office  
401 2nd Ave. South  
Suite 400  
Seattle, Washington 98104

In future correspondence please refer to:

Log: 122107-37-FHWA

Property: SR 520, Pontoon Construction Project

Re: Archaeology - APE Concur, Determination of NRHP Eligibility

Dear Ms. Walker Gray:

We have reviewed the materials forwarded to our office for the SR 520, Pontoon Construction project. Thank you for your description of the revised area of potential effect (APE) 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.

Regarding your determinations of eligibility for the built-environment resources identified during the survey, Messrs. Russell Holter and Michael Houser have reviewed your determinations of eligibility for inclusion in the National Register of Historic Places (NRHP). DAHP concurs that four of the resources identified are **eligible** for listing in the NRHP:

- 201 S. Washington Street
- 1101 W. Wishkaw Street
- The Northern Pacific Railroad Depot, 719 8<sup>th</sup> Street, and
- Concrete Tech Corporation, 1123 Port of Tacoma Road.

DAHP does not concur with your determination of eligibility for four properties that were recommended to be eligible for listing in the NRHP. These **not eligible** properties include:

- 1408 Hood Street,
- 118 S. Washington Street,
- 919 W. Wishkaw Street, and
- 1019 W. Wishkaw Street.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

DAHP concurs with your determination that the remaining 101 properties are not eligible for listing in the NRHP.

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., RPA  
Transportation Archaeologist  
(360) 586-3082  
[matthew.sterner@dahp.wa.gov](mailto:matthew.sterner@dahp.wa.gov)

Cc: Ken Juell, UCO Archaeologist  
Allison Hanson, UCO, Director of Environmental Services



June 29, 2009

David Bingaman  
Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

Y-8393 AR  
LTR #890  
PE1100  
ENV\_PMT

**RE: SR 520 Pontoon Construction Project  
Notice of Upcoming Geotechnical Work**

Dear Mr. Bingaman:

This letter serves to notify the Quinault Indian Nation of planned in-water geotechnical work by the Washington State Department of Transportation (WSDOT), as part of the SR 520 Pontoon Construction Project. WSDOT proposes to conduct a geotechnical exploration at the Aberdeen Log Yard site and the Anderson & Middleton site, the two potential alternative construction sites in the Grays Harbor area being analyzed for inclusion in the Draft Environmental Impact Statement for the project.

The geotechnical work would consist of six (6) in-water borings to a depth of approximately 150 feet – three (3) at each site. The borings are planned within the proposed dredged launch channel locations. This preliminary effort is intended to inform the project team of site soil composition.

WSDOT is interested in comments and questions that the Quinault Indian Nation may have regarding potential impacts to cultural resources, fishing and hunting rights, and water quality so that the methods used adequately address and alleviate any potential concerns. We would like to begin this work as soon as July 15<sup>th</sup>, and therefore respectfully request a response by Friday, July 10<sup>th</sup>.

### **Purpose and Description of Work**

The purpose of the work is to drill three geotechnical borings to a depth of approximately 150 feet below the mud line (the surface of the river bed) adjacent to each site. The work will be performed from a portable work barge that supports a skid drill rig. There will be a total of four (4) personnel on the barge. The portable work barge consists of two aluminum pontoons measuring eight feet by twenty-four feet when they are disassembled for transport. They are hauled on a trailer and set in the water with a boom truck at the site or from a nearby location. When assembled the barge measures eighteen feet by twenty-four feet. Once assembled the skid drill rig, supplies, toolboxes, drill rods and casing are set onto the barge with the boom truck. Fully loaded, the barge draws approximately eighteen inches of water and is moved with a 16-foot skiff. The barge is held in position by four 650-pound anchors that are connected to four winches used for final positioning over the boring location. The barge has four lights on the corners of the barge so it is visible in the dark, per Coast Guard requirements.

The drilling operation begins by lowering a 4-inch Outer Diameter (O.D.) steel casing to the bottom of the body of water and rotating it five to ten feet into the bottom for stability and re-circulation purposes. While the casing is being rotated there is minimal water being used to keep the bit from plugging up. After the 4-inch casing is seated the test hole is drilled with 3-inch drill rod inserted through the 4 inch

casing. All the drilling fluids are totally contained within the 4-inch casing and re-circulated into a tub on the barge. At the completion of each boring the casing is removed and the hole is sealed to within two feet of the surface with bentonite chips and covered with gravel to the surface, per Department of Ecology requirements. All excess fluids and drill cuttings are placed in drums and removed from the site.

### **Proposed work dates and times**

The work is proposed to take place between July 15<sup>th</sup> and July 31<sup>st</sup>, 2009. The work hours will be from 7:00 am to 7:00 pm daily. No work will be performed at night. Work will be performed on the weekend.

### **Unanticipated Discovery Protocol**

The WSDOT Urban Corridors Office Archaeologist is assisting the project team to ensure the project complies with Section 106 of the National Historic Preservation Act and with the Stipulations of the Amended Statewide Programmatic Agreement for the Federal Highway-Aid Program among the Federal Highway Administration (FHWA), WSDOT, and the State Highway Preservation Officer (SHPO). An Unanticipated Discovery Plan (UDP) will be in place during the work to provide a notification protocol to follow should artifacts or human remains be observed. If and when such items are found, the crew will immediately notify project management and the UCO archaeologist to allow examination, documentation, and reporting to be made to DAHP/SHPO, the Quinault Indian Nation, and other consulting parties. WSDOT will notify the Nation immediately if human remains are found, to enable your participation in consultation and the decision related to final disposition. A similar protocol has worked very effectively during previous borings by another UCO program, the Alaskan Way Viaduct and Seawall Replacement Program.

Please notify Margaret Kucharski, WSDOT Environmental Lead, at (206) 770-3540 or [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) if you have any comments or concerns about the sampling or if you have any questions in reviewing WSDOT's request. Receipt of your response by Friday, July 10<sup>th</sup> will be appreciated greatly so that we may meet our timeline. Thank you for your review.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Bridge Replacement and HOV Program

Enclosures

cc: Matthew Sterner, DAHP, w/ enclosures  
Justine James, Quinault Indian Nation, w/ enclosures  
Jim Jorgensen, Quinault Indian Nation, w/ enclosures  
Gene James, Quinault Indian Nation, w/enclosures  
WSDOT Document Control w/ enclosures  
SR 520 Project Files w/ enclosures  
Ken Juell, WSDOT w/o enclosures  
Phillip Narte, WSDOT w/o enclosures  
Margaret Kucharski, WSDOT w/o enclosures  
Randy Everett, FHWA w/o enclosures  
Scott White, SR 520 Permitting Lead, w/o enclosures



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

**Transportation Building**  
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June 30, 2009

The Honorable Fawn Sharp  
Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

Dear President Sharp:

Thank you for allowing us to present and discuss the SR 520 Bridge Pontoon Construction Project at the June 8<sup>th</sup> Quinault Indian Nation (QIN) Business Committee meeting. It was also a pleasure to see you last week at the Centennial Accord events.

As I understand from our conversation at the Centennial Accord, the Business Committee is in the process of gathering technical recommendations about the pontoon construction sites from QIN staff and will meet between July 8 - 10 to develop formal comments (if any) for WSDOT. Your input on this decision is important to us and we look forward to receiving these comments. In anticipation of receiving your comments, we plan to move forward with our announcement of a preferred alternative during the week of July 20<sup>th</sup>.

On a related point, we would very much like to organize a field visit for interested council members and staff to tour the two potential sites. We are working with Latosha Underwood to schedule the tour, and it appears July 15<sup>th</sup> may work well for everyone.

In our May 29<sup>th</sup> letter we provided written responses to comments received from your staff during our May 15<sup>th</sup> meeting. I have attached a copy of those responses. In addition, I would like to follow-up on a couple of the key questions that have been raised.

**1) Impacts to fishing.** We appreciated the opportunity to meet with tribal fishers to understand how they use the Grays Harbor area and what their concerns are about the potential pontoon construction sites. WSDOT is committed to working closely with the QIN and tribal fishers to ensure that we don't disrupt fishing near the pontoon construction site. We will work closely with Tribal members and the fishing community to develop the operational protocols for releasing pontoons from the construction site.

We also understand you have concerns about contaminants being released during dredging. We will conform to all environmental regulations and will make all efforts to not release large amounts of toxins into the water during dredging operations. During construction we estimate only releasing pontoons approximately once every six months. Floating out of the pontoons takes approximately one tide cycle and we will strive to do this when the commercial fishery is closed.

**2) Moorage of pontoons.** We heard from tribal staff at the June 18, 2009 agency coordination meeting (PCPACT) that there are concerns about mooring the pontoons up-river from either of the pontoon construction sites being considered. We are in the process of determining the best moorage sites for the pontoons, and will continue to work with the QIN on this question. We appreciate hearing this concern now.

**3) Cultural resource protection.** I would like to emphatically state that WSDOT is committed to further identifying the historic shoreline and evaluating potential cultural resources through a rigorous on-site testing program that will start in mid-July and continue over the summer. In addition, we have contracted with an ethnographer who will work with David Bingaman and Justine James to identify tribal elders for oral history interviews. Combined with the ethnographic research, these interviews will expand our knowledge of Tribal history in this area.

**4) Employment opportunities.** We look forward to working and coordinating with the QIN on employment opportunities for tribal members. We estimate that the Pontoon Construction Project will create up to 2,000 jobs at the height of construction, which includes direct, indirect, and induced jobs. We've spoken with John Bastian, QIN TERO this week and have decided to hold an employment workshop for QIN community members in late summer or early fall. We appreciate Mr. Bastian's help in organizing this workshop.

**5) QIN gravel pit.** Finally, I understand that staff from the Bureau of Indian Affairs have had additional contacts with the SR 520 Program office and the WSDOT materials group regarding the Quinault Nation's proposed gravel pit. As we have stated, it is critical to develop your pit site information and submit materials to WSDOT for pit certification. This is the first critical step that needs to occur so that we can consider incorporating these materials into the project. If you have questions about this process, or would like us to review the process with other QIN members, please let me know and we'll arrange an additional meeting.

In closing I would like to reiterate that both site alternatives will be fully evaluated for environmental effects under the National Environmental Policy Act process, and we will continue to work with the QIN to address questions about mitigation, fishing and cultural resources at both sites. While we need to announce a preferred alternative now to progress the design and environmental review, the final selection of the site will not take place until the Final Environmental Impact Statement is published in late 2010.

As always, please feel free to contact me at (360) 705-7773 or [dyed@wsdot.wa.gov](mailto:dyed@wsdot.wa.gov) if you have any questions. Thank you again for all of the assistance you, the Business Committee and staff have provided on this project. There are many additional consultation opportunities through the development of this project and we look forward to continued work with the Quinault Indian Nation.

Sincerely,



David L. Dye, P.E.  
Deputy Secretary of Transportation

DLD:jaa

cc: Vice Chair Andrew Mail  
Treasurer Larry Ralston  
Secretary Latosha Underwood  
Committee-member Constance Wilson  
Committee-member James Sellers  
Committee-member Donald Waugh Jr.  
Committee-member Richard Underwood  
Committee-member James DelaCruz  
Committee-member Phillip E. Martin Sr.  
Committee-member Sandra Wells-Kalama  
Gene James, Sr.  
David Bingaman, QIN DNR Director  
Ed Johnston, QIN Fisheries Policy  
Joe Schumacker, QIN Environmental Protection  
Justine James, QIN Cultural Resources  
Jim Jorgensen, QIN Fisheries Biologist  
Julie Meredith, SR 520 Program Director  
Phillip Narte, SR 520 Tribal Liaison  
Megan Beeby, WSDOT HQ Tribal Liaison  
Randy Everett, FHWA, WSDOT Major Projects Oversight Manager



**Washington State  
Department of Transportation**

**Paula Hammond**  
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July 21, 2009

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

**Re: SR 520 Pontoon Construction Project, Archaeological Work Plan (Revised) for  
Investigations at Two Alternative Construction Sites at Grays harbor, Grays Harbor County**

Log: 122107-37-FHWA  
Property: SR 520, Pontoon Construction Project  
Re: Review Comments on Archaeological Work Plan

Dear Dr. Brooks:

The Washington State Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration, is continuing consultation related to Section 106 of the National Historic Preservation Act for the SR 520 Pontoon Construction Project. Enclosed please find the revised Archaeological Work Plan for investigations at the two alternative pontoon construction sites at Grays Harbor. The revised Work Plan incorporates editorial and substantive comments of the original draft received from you and Transportation Archaeologist Matthew Sterner on July 7, 2009, and such comments the cultural resources received from the Confederated Tribes of the Chehalis Reservation's archaeological experts Dr. Richard Daugherty and Dr. Ruth Kirk. We would very much appreciate an expedited review of this revised Work Plan from you so that fieldwork can begin very soon. Dry seasonal weather and the relatively low tides associated with this time of year make for ideal field conditions at the present time. We look forward to receiving your concurrence with the Archaeological Work Plan at your earliest convenience.

Please contact me at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or 206-464-1236 or Margaret Kucharski at 206-770-3540 with any questions, comments, or concerns you may have.

Sincerely,

Kenneth E. Juell  
Cultural Resources Specialist

cc Julie Meredith, WSDOT  
Allison Hanson, WSDOT  
Scott Williams, WSDOT  
Margaret Kucharski, WSDOT  
Randy Everett, FHWA



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

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SR 520 Project  
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August 12, 2009

LTR #901

The Honorable Herman Dillon, Sr.  
Puyallup Tribe  
3009 Portland Ave  
Tacoma, WA 98404

**Re: Initiating consultation and invitation to become a Participating Agency on  
SR 520 Pontoon Construction Project**

Dear Chairman Dillon:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for the proposed SR 520 Pontoon Construction Project in Grays Harbor County, Washington. The EIS evaluates alternative sites for construction of a casting basin and pontoons to support emergency replacement of the SR 520 Evergreen Point Bridge in the event of catastrophic failure. WSDOT is evaluating sites to construct a new facility in Hoquiam and Aberdeen. In addition, some pontoons may be constructed at the Concrete Technology Corporation (CTC) facility in Tacoma. Attached please find the latest Area of Potential Effects map for your review.

CTC is an existing, permitted facility in Tacoma along the Blair Waterway, which was used for pontoon construction to support the SR 104 Hood Canal Bridge Project. No ground disturbing activities or dredging of channel sediments will be necessary to use this facility for the SR 520 Pontoon Construction Project if it is needed. Once pontoons are constructed, we propose they be transported through existing navigation channels in Puget Sound and stored at existing berths until needed for floating bridge reconstruction.

According to the map we have on file for the Puyallup Tribe, the CTC portion of the proposed project is located within the tribe's "consultation area." With this letter, WSDOT on behalf of FHWA is initiating government-to-government consultation with the Puyallup Tribe for use of the CTC facility for the SR 520 Pontoon Construction Project. Among other issues, we would like consultation to address cultural and historic resource issues, pursuant to Section 106 of the National Historic Preservation Act 36 CFR 800.2(c)(3). Since the CTC is an existing facility and will not require any new ground-disturbing activities or dredging of channel sediments under this project, we are not anticipating any effects to historic properties within the Puyallup Tribe's "consultation area."

Recognizing the government-to-government relationship FHWA has with the Tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. If this project requires a permit from the US Army Corps of Engineers (USACE), this consultation also will serve to meet their Section 106 responsibilities. Because WSDOT has been delegated authority from FHWA to initiate consultation, we will be directly managing the cultural resources studies and carrying out this undertaking. Please respond to WSDOT concerning the Section 106 process, but you also may contact FHWA or the USACE directly about any concerns you may have with this undertaking.

### **Participating Agency per SAFETEA-LU**

With this letter, we also want to extend an invitation to your tribe to become a participating agency with FHWA and WSDOT in development of the EIS for the proposed project [pursuant to Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)]. This designation does not imply that the tribe either supports the proposal or has any special expertise with respect to evaluation of the project. If you accept this invitation to be a participating agency under Section 6002 of the SAFETEA-LU, your tribe will be able to:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and then methodologies and the level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please note: Most of the information we've consulted with participating agencies to-date has been primarily related to the alternative sites in Grays Harbor. Declining our invitation to be a participating agency does not diminish the tribe's right to meaningful government-to-government consultation and we are willing to tailor our consultation to the actions of interest of the Puyallup Tribe.

Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

**In accordance with SAFETEA-LU, you must respond (electronic or hard copy) to become a participating agency. Please respond by September 12, 2009.**

We would very much appreciate the opportunity to meet with you and other appropriate representatives of the Puyallup Tribe in order to commence government-to-government consultation for the SR 520 Pontoon Construction Project. The goal of the consultation is to identify any concerns early in the environmental review process and reach mutually agreeable

decisions while taking into account the interests of both the Tribal, State and Federal governments.

Thank you for taking the time to consider these requests. We will be in touch with Bill Sullivan in the coming weeks to inquire about scheduling a meeting to discuss these matters further. In the meantime, if you have any questions, please contact Margaret Kucharski, WSDOT Environmental Lead, at 206-770-3540 or [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or call me directly at 206-770-3568.

Sincerely,



Julie Meredith  
SR 520 Bridge Replacement & HOV Program Director

Enclosure

cc: Brandon Reynon, Tribal Cultural Resources, w/ attachments  
Bill Sullivan, Tribal Natural Resources, w/ attachments  
Jack Kennedy, US Army Corps of Engineers, w/ attachments  
Diane Lake, US Army Corps of Engineers, w/ attachments  
Randy Everett, Federal Highway Administration, w/o attachments  
Ken Juell, WSDOT UCO Cultural Resources Specialist, w/o attachments  
Phillip Narte, WSDOT 520 Tribal Liaison, w/o attachments  
Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments



**Washington State  
Department of Transportation**

**Paula Hammond**  
Secretary of Transportation

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September 9, 2009

Richard Bellon  
General Manager, Cultural Resources Manager  
The Confederated Tribes of the Chehalis Indian Reservation  
PO Box 536  
Oakville, WA 98568

**Re: Request for Approval: SR 520 Pontoon Construction Project, Addendum to Archaeological Work Plan for Investigations at Two Alternative Construction Sites at Grays Harbor, Grays Harbor County.**

Dear Mr. Bellon:

The Washington State Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation related to Section 106 of the National Historic Preservation Act for the SR 520 Pontoon Construction Project. Enclosed please find an *Addendum to the Archaeological Work Plan for Investigations at the Anderson & Middleton Alternative Site and the Aberdeen Log Yard Alternative Site, SR 520 Pontoon Construction Project*, at Grays Harbor, in Grays Harbor County. This addendum follows govern-to-government consultation among the Confederated Tribes of the Chehalis Indian Reservation, the Quinault Indian Nation, the Department of Archaeology and Historic Preservation and the State Historic Preservation Officer, WSDOT, and FHWA. The addendum presents a modified set of methods that will be followed should constructed features of Native American origin, such as fish trap remnants, be discovered on the Aberdeen Log Yard (ALY) property. These modifications have been made in order to minimize additional damage to such features. WSDOT and FHWA want to resume fieldwork at ALY as soon as possible, and respectfully request your immediate reply that confirms the Chehalis Tribe's agreement and approval with the Addendum that describes the modified excavation methods. Should WSDOT want to return to the Anderson & Middleton site for more fieldwork, we first will seek agreement from the Confederated Tribes of the Chehalis Indian Reservation, the Quinault Indian Nation, and the State Historic Preservation Officer prior to doing so. We look forward to hearing from you.

Please contact me at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or 206-464-1236, Scott Williams at [willias@wsdot.wa.gov](mailto:willias@wsdot.wa.gov) or 360-570-6651, and/or Allison Hanson at [hansona@wsdot.wa.gov](mailto:hansona@wsdot.wa.gov) or 206-714-1548 with any questions, comments, or concerns you may have. Thank you.

Sincerely,

Kenneth E. Juell  
Cultural Resources Specialist

cc Julie Meredith, WSDOT  
Allison Hanson, WSDOT  
Scott Williams, WSDOT  
Margaret Kucharski, WSDOT  
Randy Everett, FHWA  
Allyson Brooks, State Historic Preservation Officer



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September 9, 2009

Justine James  
Cultural Resources Manager  
The Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

**Re: Request for Approval: SR 520 Pontoon Construction Project, Addendum to Archaeological Work Plan for Investigations at Two Alternative Construction Sites at Grays Harbor, Grays Harbor County.**

Dear Mr. James:

The Washington State Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation related to Section 106 of the National Historic Preservation Act for the SR 520 Pontoon Construction Project. Enclosed please find an *Addendum to the Archaeological Work Plan for Investigations at the Anderson & Middleton Alternative Site and the Aberdeen Log Yard Alternative Site, SR 520 Pontoon Construction Project*, at Grays Harbor, in Grays Harbor County. This addendum follows govern-to-government consultation among the Confederated Tribes of the Chehalis Indian Reservation, the Quinault Indian Nation, the Department of Archaeology and Historic Preservation and the State Historic Preservation Officer, WSDOT, and FHWA. The addendum presents a modified set of methods that will be followed should constructed features of Native American origin, such as fish trap remnants, be discovered on the Aberdeen Log Yard (ALY) property. These modifications have been made in order to minimize additional damage to such features. WSDOT and FHWA want to resume fieldwork at ALY as soon as possible, and respectfully request your immediate reply that confirms the Quinault Indian Nation's agreement and approval with the Addendum that describes the modified excavation methods. Should WSDOT want to return to the Anderson & Middleton site for more fieldwork, we first will seek agreement from the Quinault Indian Nation, the Confederated Tribes of the Chehalis Indian Reservation, and the State Historic Preservation Officer prior to doing so. We look forward to hearing from you.

Please contact me at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or 206-464-1236, Scott Williams at [willias@wsdot.wa.gov](mailto:willias@wsdot.wa.gov) or 360-570-6651, and/or Allison Hanson at [hansona@wsdot.wa.gov](mailto:hansona@wsdot.wa.gov) or 206-714-1548 with any questions, comments, or concerns you may have. Thank you.

Sincerely,

Kenneth E. Juell  
Cultural Resources Specialist

cc Julie Meredith, WSDOT  
Allison Hanson, WSDOT  
Scott Williams, WSDOT  
Margaret Kucharski, WSDOT  
Randy Everett, FHWA  
Allyson Brooks, State Historic Preservation Officer



STATE OF WASHINGTON

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

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September 9, 2009

Mr. Ken Juell  
Washington State Department of Transportation  
401 Second Avenue South, Suite 560  
Seattle, Washington 98104-3850

In future correspondence please refer to:  
Log: 122107-37-FHWA  
Property: SR 520, Pontoon Construction Project  
Re: Receipt of Work Plan Addendum

Dear Mr. Juell:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the addendum to the work plan for the archaeological investigations at the Anderson & Middleton and the Aberdeen Log Yard sites. The addendum to the work plan 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.

DAHP concurs with the addendum to the work plan as it is presented. Please provide us with copies of written concurrences from the tribes accepting this addendum to the work plan as soon as you receive them.

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.

Sincerely,

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



**Washington State  
Department of Transportation**

**Paula Hammond**  
Secretary of Transportation

**ESO Mega Projects**  
401 Second Avenue South, Suite 300  
Seattle, WA 98104  
206-716-1121/ fax 206-464-1236  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

September 9, 2009

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

**Re: Request for Concurrence: SR 520 Pontoon Construction Project, Addendum to Archaeological Work Plan for Investigations at Two Alternative Construction Sites at Grays Harbor, Grays Harbor County.**

**Log: 122107-37-FHWA**

Dear Dr. Brooks:

The Washington State Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation related to Section 106 of the National Historic Preservation Act for the SR 520 Pontoon Construction Project. Enclosed please find an *Addendum to the Archaeological Work Plan for Investigations at the Anderson & Middleton Alternative Site and the Aberdeen Log Yard Alternative Site, SR 520 Pontoon Construction Project*, at Grays Harbor, in Grays Harbor County. This addendum follows govern-to-government consultation among the Confederated Tribes of the Chehalis Indian Reservation, the Quinault Indian Nation, the Department of Archaeology and Historic Preservation and you, WSDOT, and FHWA. The addendum presents a modified set of methods that will be followed should constructed features of Native American origin, such as fish trap remnants, be discovered on the Aberdeen Log Yard (ALY) property. These modifications have been made in order to minimize additional damage to such features. WSDOT and FHWA want to resume fieldwork at ALY as soon as possible, and respectfully request your immediate attention so we may obtain your concurrence with the Addendum that describes the modified excavation methods. Should WSDOT want to return to the Anderson & Middleton site for more fieldwork, we first will seek agreement from the Confederated Tribes of the Chehalis Indian Reservation, the Quinault Indian Nation, and you prior to doing so. We look forward to hearing from you.

Please contact me at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or 206-464-1236, Scott Williams at [willias@wsdot.wa.gov](mailto:willias@wsdot.wa.gov) or 360-570-6651, and/or Allison Hanson at [hansona@wsdot.wa.gov](mailto:hansona@wsdot.wa.gov) or 206-714-1548 with any questions, comments, or concerns you may have. Thank you.

Sincerely,

Kenneth E. Juell  
Cultural Resources Specialist

cc Julie Meredith, WSDOT  
Allison Hanson, WSDOT  
Scott Williams, WSDOT  
Margaret Kucharski, WSDOT  
Randy Everett, FHWA  
Richard Bellon, the Confederated Tribes of the Chehalis Indian Reservation  
Justine James, the Quinault Indian Nation

Urban Corridors Office  
401 Second Avenue S., Suite 400  
Seattle, WA 98104  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

October 7, 2009

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

**Re: SR 520 Pontoon Construction Project  
Log # 122107-37-FHWA  
Grays Harbor and Pierce County, Washington  
Revised Area of Potential Effects (APE)**

Dear Dr. Brooks:

Per provisions of 36CFR800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) that accommodates new haul and truck routes associated with the proposed project sites: the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen. WSDOT still intends to use an existing facility at Concrete Technology Corporation (CTC) in Tacoma. The APE also includes known moorage sites. The enclosed maps show the revised APE at all locations.

Upon receipt of your comment on the revised APE, we will submit Historic Property Inventory (HPI) forms for all historic resources within the APE that have not been previously recorded. Upon completion of all of the cultural resources investigations and analysis, we will submit a Cultural Resources Discipline Report for your review.



## Pontoon Construction Project



We look forward to your comment on the revised APE for this project by November 9, 2009. If you have any questions, or would like additional information, please contact me at [grayc@wsdot.wa.gov](mailto:grayc@wsdot.wa.gov) or (206) 716-1138.

Sincerely,

Connie Walker Gray  
WSDOT Cultural Resources Specialist

Enclosures

cc:

Randy Everett, FHWA  
Rob Berman, WSDOT SR 520 Project  
Margaret Kucharski, WSDOT SR 520 Project  
Scott Williams, WSDOT Cultural Resources Program



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

**Urban Corridors**  
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[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

October 16, 2009

Y-TSO  
LTR - 924

Brandon Reynon  
Puyallup Tribe  
3009 Portland Ave  
Tacoma, WA 98404

RE: **SR 520 Pontoon Construction Project**  
**Revised Area of Potential Effects (APE)**

Dear Mr. Reynon:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) that accommodates new haul and truck routes associated with the proposed alternative project sites: the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen. The APE has also been revised to show the proposed pontoon moorage site. WSDOT may also use an existing facility at Concrete Technology Corporation (CTC) in Tacoma for pontoon construction, but the APE for that facility remains unchanged. Enclosed please find the revised APE maps.

We look forward to your comment on the revised APE for this project by November 16<sup>th</sup> 2009. If you have any questions, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540 or Ken Juell at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or (206) 464-1236.

Sincerely,

Julie Meredith  
Program Director  
SR 520 Bridge Replacement and HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures  
Jack Kennedy, Corps, w/enclosures  
Bill Sullivan, Puyallup Tribe, w/enclosures



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

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October 16, 2009

Y-TSO  
LTR - 926

Kris Miller  
Skokomish Tribe  
North 80 Tribal Center Road  
Skokomish, WA 98584

RE: **SR 520 Pontoon Construction Project**  
**Revised Area of Potential Effects (APE)**

Dear Ms. Miller:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) that accommodates new haul and truck routes associated with the proposed alternative project sites: the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen. The APE has also been revised to show the proposed pontoon moorage site. WSDOT may also use an existing facility at Concrete Technology Corporation (CTC) in Tacoma for pontoon construction, but the APE for that facility remains unchanged. Enclosed please find the revised APE maps.

We look forward to your comment on the revised APE for this project by November 16<sup>th</sup> 2009. If you have any questions, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540 or Ken Juell at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or (206) 464-1236.

Sincerely,

Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures  
Jack Kennedy, Corps, w/enclosures



**Washington State  
Department of Transportation**  
**Paula J. Hammond, P.E.**  
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October 16, 2009

Y-TSO  
LTR - 922

Richard Bellon  
The Confederated Tribes of the Chehalis Reservation  
PO Box 536  
Oakville, WA 98568

**RE: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE)**

Dear Mr. Bellon:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) that accommodates new haul and truck routes associated with the proposed alternative project sites: the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen. The APE has also been revised to show the proposed pontoon moorage site. WSDOT may also use an existing facility at Concrete Technology Corporation (CTC) in Tacoma for pontoon construction, but the APE for that facility remains unchanged. Enclosed please find the revised APE maps.

We look forward to your comment on the revised APE for this project by November 16<sup>th</sup> 2009. If you have any questions, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540 or Ken Juell at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or (206) 464-1236.

Sincerely,

Julie Meredith  
Program Director  
SR 520 Bridge Replacement and HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures  
Jack Kennedy, Corps, w/enclosures  
Richard D. Daugherty, Archaeologist, w/ enclosures



**Washington State**  
**Department of Transportation**  
**Paula J. Hammond, P.E.**  
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October 16, 2009

Y-TSO  
LTR - 923

Alexis Barry  
Hoh Indian Tribe  
PO Box 2196  
2464 Lower Hoh Rd.  
Forks, WA 98331

RE: **SR 520 Pontoon Construction Project**  
**Revised Area of Potential Effects (APE)**

Dear Ms. Barry:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) that accommodates new haul and truck routes associated with the proposed alternative project sites: the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen. The APE has also been revised to show the proposed pontoon moorage site. WSDOT may also use an existing facility at Concrete Technology Corporation (CTC) in Tacoma for pontoon construction, but the APE for that facility remains unchanged. Enclosed please find the revised APE maps.

We look forward to your comment on the revised APE for this project by November 16<sup>th</sup> 2009. If you have any questions, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540 or Ken Juell at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or (206) 464-1236.

Sincerely,

Julie Meredith  
Program Director  
SR 520 Bridge Replacement and HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures  
Jack Kennedy, Corps, w/enclosures



**Washington State  
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October 16, 2009

Y-TSO  
LTR - 921

Dave Bingaman  
Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

**RE: SR 520 Pontoon Construction Project  
Revised Area of Potential Effects (APE)**

Dear Mr. Bingaman:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) that accommodates new haul and truck routes associated with the proposed alternative project sites: the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen. The APE has also been revised to show the proposed pontoon moorage site. WSDOT may also use an existing facility at Concrete Technology Corporation (CTC) in Tacoma for pontoon construction, but the APE for that facility remains unchanged. Enclosed please find the revised APE maps.

We look forward to your comment on the revised APE for this project by November 16<sup>th</sup> 2009. If you have any questions, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540 or Ken Juell at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or (206) 464-1236.

Sincerely,

Julie Meredith  
Program Director  
SR 520 Bridge Replacement and HOV Program

Enclosures

cc:

Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o  
enclosures  
Randy Everett, FHWA, w/o enclosures

Matthew Sterner, DAHP, w/o enclosures  
Jack Kennedy, Corps, w/enclosures  
Justine James, Quinault Indian Nation,  
w/ enclosures  
Leilani Chubby, Quinault Indian Nation,  
w/ enclosures



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

Urban Corridors  
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October 16, 2009

Y-TSO  
LTR - 925

Earl Davis  
Shoalwater Bay Tribe  
PO Box 130  
Tokeland, WA 98590

RE: **SR 520 Pontoon Construction Project**  
**Revised Area of Potential Effects (APE)**

Dear Mr. Davis:

Per the provisions of 36 CFR 800, the Washington State Department of Transportation, 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 revised Area of Potential Effects (APE) that accommodates new haul and truck routes associated with the proposed alternative project sites: the Anderson & Middleton site in Hoquiam and the Aberdeen Log Yard in Aberdeen. The APE has also been revised to show the proposed pontoon moorage site. WSDOT may also use an existing facility at Concrete Technology Corporation (CTC) in Tacoma for pontoon construction, but the APE for that facility remains unchanged. Enclosed please find the revised APE maps.

We look forward to your comment on the revised APE for this project by November 16<sup>th</sup> 2009. If you have any questions, please contact Margaret Kucharski at [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) or (206) 770-3540 or Ken Juell at [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov) or (206) 464-1236.

Sincerely,

Julie Meredith  
Program Director  
SR 520 Bridge Replacement & HOV Program

Enclosures

cc: Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Randy Everett, FHWA, w/o enclosures  
Matthew Sterner, DAHP, w/o enclosures  
Jack Kennedy, Corps, w/enclosures



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](http://www.dahp.wa.gov)

October 29, 2009

Mr. Ken Juell  
Cultural Resources Specialist  
WSDOT ESO Mega Projects  
401 Second Ave. South, Suite 300  
Seattle, Washington 98104-3850

In future correspondence please refer to:  
Log: 122107-37-FHWA  
Property: SR 520, Pontoon Construction Project  
Re: Archaeology - APE Concur

Dear Mr. Juell:

We have reviewed the materials forwarded to our office for the SR 520, Pontoon Construction project. Thank you for your description of the revised area of potential effect (APE) 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.

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](http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf).

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](mailto:matthew.sterner@dahp.wa.gov)



**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

*Protect the Past, Shape the Future*