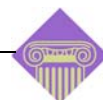


Attachment 2

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
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(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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future



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 | ▪ Seattle Yacht Club |
| ▪ Eastlake Community Council | ▪ Docomomo WEWA |
| ▪ Historic Bridge Foundation | ▪ Historic Seattle |
| ▪ University of Washington | ▪ Portage Bay/Roanoke Park Community Council |
| ▪ Montlake Community Club | |

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

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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





Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



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

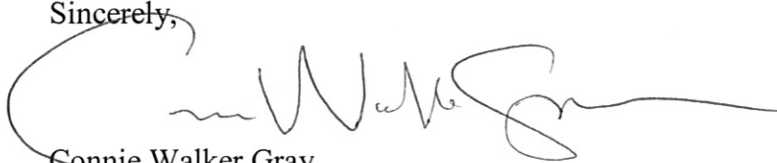
Excluding those properties that are located in potential historic districts, the survey identified 17 individually eligible properties within the APE.

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,

A handwritten signature in black ink, appearing to read 'Connie Walker Gray', with a large, sweeping flourish extending to the right.

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

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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

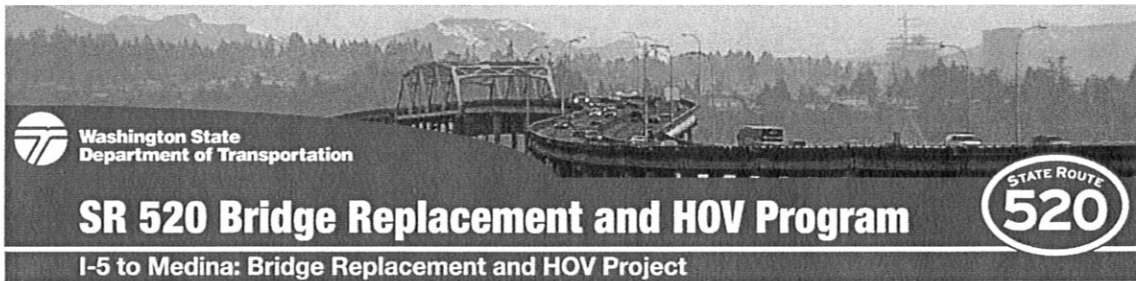
It is our understanding that there may be additional HPIF's coming in as part of this project. It appears that several resources within the University district we missed including Graves Hall and the two pedestrian overpasses. Please note that several of the above structures are Eligible for the NR as 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,

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



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,

A handwritten signature in black ink, appearing to read "Connie Walker Gray", with a long horizontal flourish extending to the right.

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.

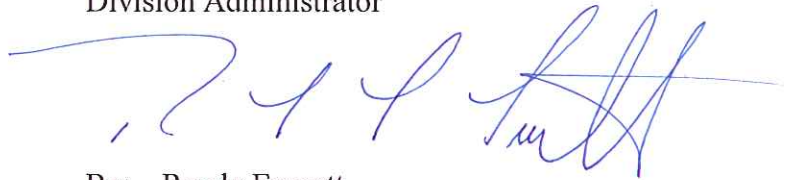
WSDOT and FHWA request the ACHP's participation in order to ensure that all Section 106 requirements are met in consideration of the challenges outlined above.

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 the typed name.

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.

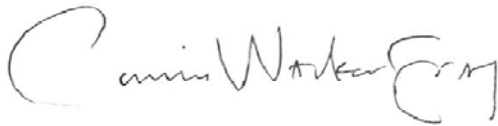
Project construction engineers identified all potential haul routes on Seattle city streets for all aspects of the project, and took into account known project work sites and likely materials procurement and disposal areas. In the very unlikely event that new haul routes outside of this APE are identified, 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 hansona@wsdot.wa.gov.

Sincerely,

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

Connie Walker Gray
WSDOT Architectural Historian

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



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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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



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



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,

A handwritten signature in black ink, appearing to read "Matt Sterner", with a long horizontal flourish extending to the right.

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.

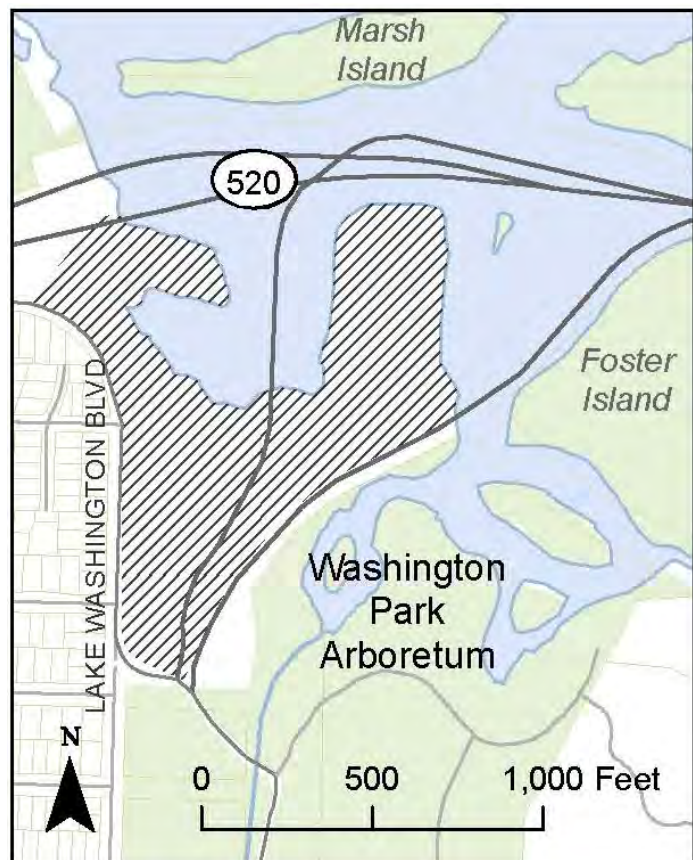


Exhibit 1. Peninsula Area

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).

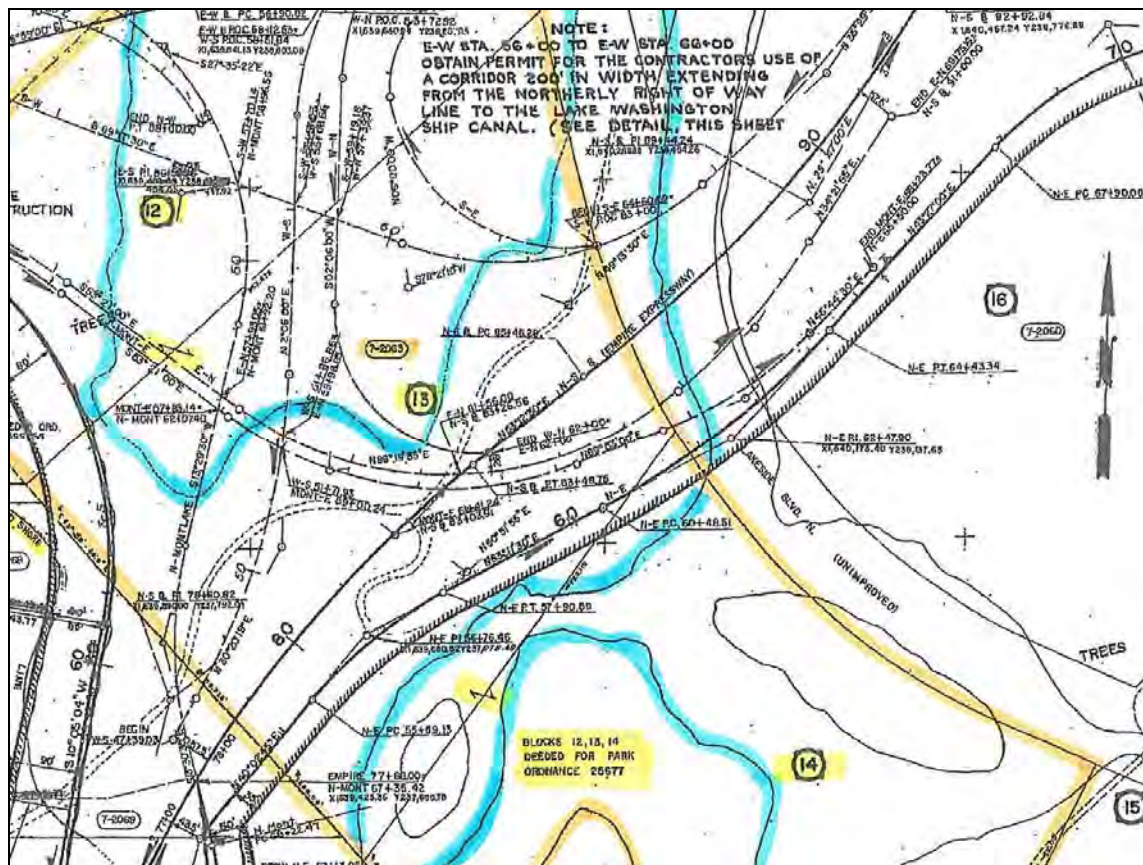


Exhibit 2. Excerpt from Right-of-Way Map, Roanoke Street Extension Arboretum Interchange, Sta. 46+50 to 78+82.4. May 16, 1961.
Source: Washington State Highway Commission

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.

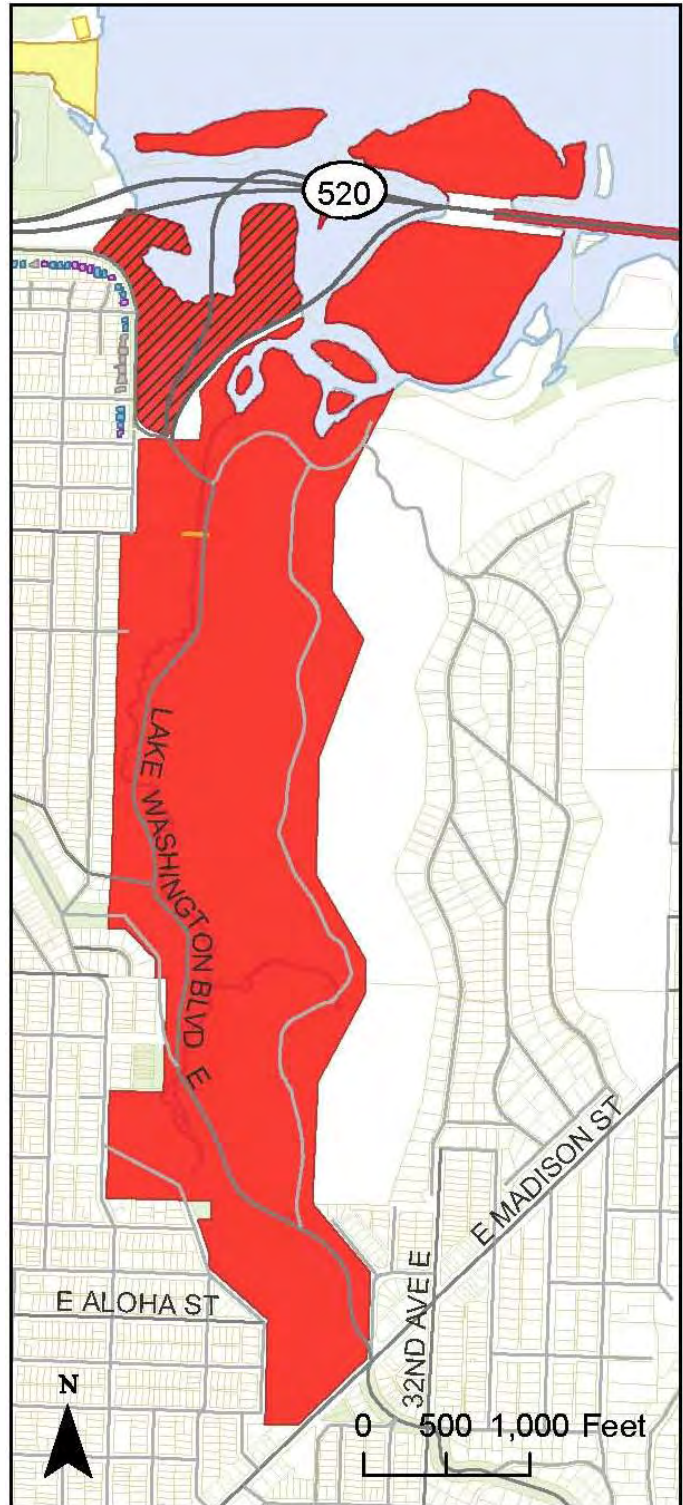


Exhibit 4. Revised Historic Boundaries of the Arboretum
Showing the Non-Contributing Right-of-Way Peninsula Area
(Hatched Area)

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.

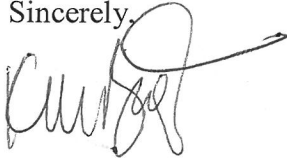
Due to the schedule for the upcoming archaeological investigations the review and comment time is brief. **We request your comments or questions on the enclosed work plan by Tuesday, July 20, 2010.** To assist your review process I will contact you by telephone or in person to review the plan and gain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

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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 proposed 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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

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', with a stylized, cursive script.

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

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(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

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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.

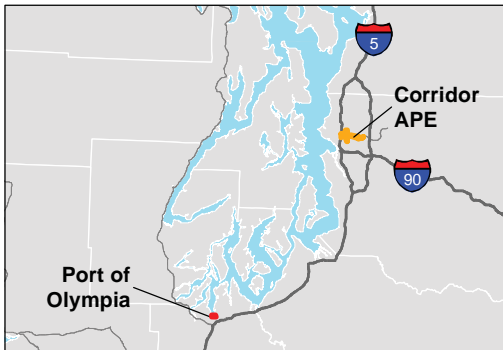
Thank you for your time and attention to this project. We look forward to your comments on the revised APE. As agreed to at a meeting with Megan White, Allison Hanson, and Randy Everett held on May 25, 2010, we would appreciate an expedited review of the revised APE, and hope to receive any comments 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 hansona@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

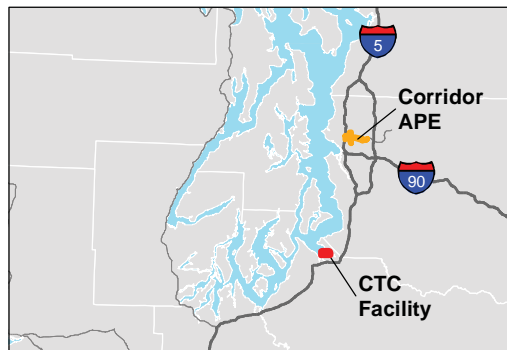
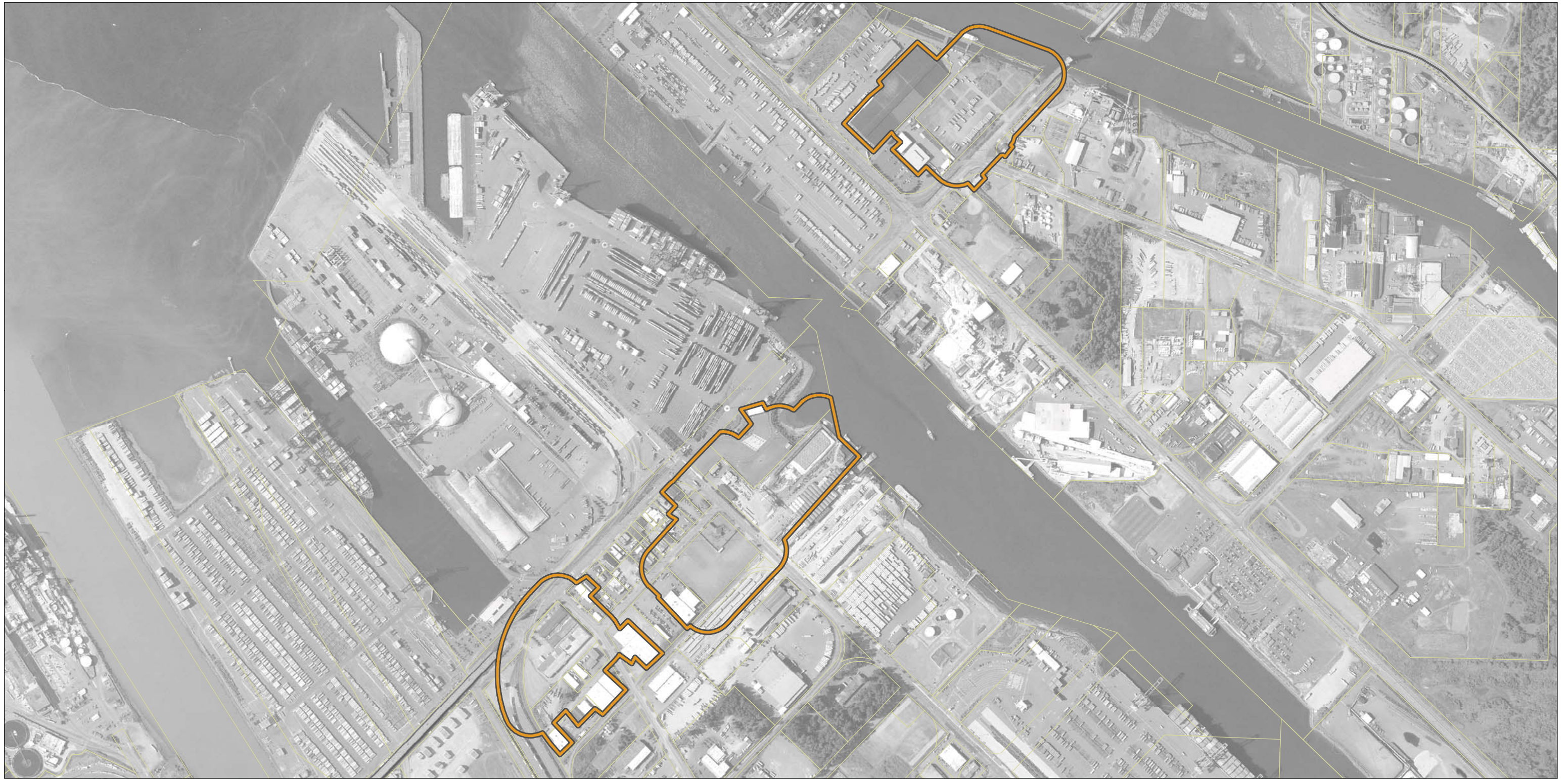
Source: NAIP (2009) Aerial Photo. Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.




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
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Seattle, WA 98101

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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
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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

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(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

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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
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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.

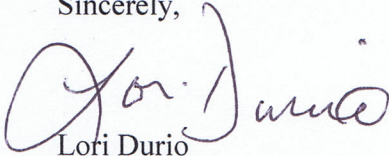
This submittal was done electronically using the new WISAARD HPI system, with the assistance of Megan Duvall, on August 19, 2010. In working with the new system, we discovered some glitches that you may see reflected in our forms. We have been working with Ms. Duvall and she is aware of these issues,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

A handwritten signature in purple ink, appearing to read "Lori Durio".

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



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

Engineering and Regional Operations
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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 ½" 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', with a stylized, cursive script.

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

September 2, 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: NOT Eligible

Dear Mr. Bartoy:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the National Register of Historic Places Evaluation Report for the Miller Street Landfill Site (45KI760), prepared by ICF International. The report 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.

We concur with your determination that the Miller Street Landfill (45KI760) is not eligible for the National Register of Historic Places. However, if additional information on the property becomes available, please halt work in the area of discovery 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.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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September 16, 2010

Ms. Lori Durio
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

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 Ms. Durio:

Thank you for contacting our office. I am contacting you on behalf of Michael Houser, State Architectural Historian, who has reviewed the historic property inventory (HPI) forms that you submitted for review as part of your Section 6(f) study. Mr. Houser does not concur with your determinations of eligibility for the resources submitted as part of this study.

We concur with your determination that the Bryant Building is eligible for listing in the National Register of Historic Properties (NRHP). We **do not** concur, however, that the properties at 10034, 10036, and 10038 Rainier Ave South are not eligible for listing in the NRHP. We concur that the remaining properties identified in your report can be considered as not eligible for listing in the NRHP. We 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. Should 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

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State of Washington
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P.O. Box 48343 • Olympia WA 98504-8343



Received

SEP 22 2010

SR520 Document Control

Ms. Lori Durio
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

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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

September 20, 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 Foster Island
Traditional Cultural Property (TCP), 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 for the Foster Island Traditional Cultural Property (TCP). As detailed in the attached NRHP nomination form, WSDOT has determined that the Foster Island TCP is eligible for listing in the NRHP.

WSDOT respectfully requests your review of the attached document and your concurrence with the finding that Foster Island is eligible for listing in the NRHP as a TCP. WSDOT would appreciate your response by October 21, 2010.

If you have any questions, please do not hesitate to contact me at 206.491.9242, 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



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

Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
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October 12, 2010

Y-8393 BH
LTR #1082

Michael Houser
State Architectural Historian
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 Michael:

Per your request, enclosed please find hard copies of the Historic Property Inventory forms for those properties located along potential haul routes for the SR 520: I-5 to Medina Bridge Replacement and HOV Project. The submittal of the determinations of eligibility for these properties was done electronically using the new WISAARD HPI system, with the assistance of Megan Duvall, on August 19, 2010. As stated in our August notification of submission, 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. WSDOT respectfully requests your review and concurrence with these determinations.

If you have any questions, please do not hesitate to contact me at 206.770.3614, email duriol@consultant.wsdot.wa.gov.

Sincerely,

Lori Durio Price
Cultural Resources Program Lead
SR 520 Program

Attachment – HPI forms in hard copy

Cc: Matthew Sterner, DAHP, w/o attachments
Randy Everett, Federal Highway Administration, w/o attachments
Allison Hanson, WSDOT, w/o attachments
Steve Archer, 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
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Seattle, WA 98101

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October 15, 2010

Y-8393 BH
LTR #1099

Dr. Allyson Brooks
State Historic Preservation Officer (SHPO)
Department of Archaeology and Historic Preservation (DAHP)
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: Review of Discipline Report (DR) for Final Environmental Impact Statement (FEIS), Determination of NRHP Eligibility for the Built Environment, and Determination of Adverse Effect

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 in regards to the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT is preparing a Final Environmental Impact Statement (FEIS) to meet the requirements of the National Environmental Policy Act (NEPA). Pursuant to 36 CFR 800.8(c) and 40 CFR 1502.25(a), you will find attached a copy of the draft Cultural Resources Assessment and Discipline Report prepared for the FEIS. The FEIS is currently scheduled to be published in Spring of 2011. We seek your review and comment on this document. As part of this review, we request your concurrence on determinations of eligibility and determinations of adverse effect as detailed below.

This report contains attachments referenced in the main report as supporting data; it is our understanding that these reports have not previously been submitted for your review and comment. Specifically, Attachment 6 contains reports prepared by BOAS, Inc. in 2005 and 2007.

Pursuant to 36 CFR 800.4(b)(2), the attached draft Cultural Resources Assessment and Discipline Report establishes "the likely presence of historic properties within the area of potential effects for each alternative or inaccessible area through background research,

consultation and an appropriate level of field investigation.” In continued consultation with SHPO, DAHP, tribes, and other consulting parties, we intend to develop a Programmatic Agreement (PA) pursuant to 36 CFR 800.6. The eventual PA will resolve identified adverse effects as well as provide a Phased Inventory Process to address potential unforeseen adverse effects to properties currently unknown or inaccessible.

Archaeological resources were identified and evaluated through survey and testing as summarized in the primary document and detailed in Attachments 5 and 6. No NRHP-eligible archaeological sites were identified within the project APE. In a letter dated September 20, 2010, WSDOT, on behalf of FHWA, identified Foster Island as a Traditional Cultural Property (TCP) eligible for listing in the NRHP. In a letter dated October 6, 2010, DAHP concurred with this determination.

As part of the cultural resources investigation, all historic built environment resources within the APE were evaluated and recorded on Washington State Historic Property Inventory (HPI) forms, which are included in this submittal in printed form (Attachment 3). The HPI forms were formally submitted to DAHP electronically via the WISAARD database.

At this time, we seek your concurrence with our determinations that the following pre-1972 built environment properties at the Port of Tacoma and Port of Olympia are not eligible for listing in the NRHP, as outlined in Attachment 3c of the Discipline Report. A total of seven properties were surveyed – six at the Port of Tacoma and one at the Port of Olympia. None of them are eligible for listing in the NRHP. HPI forms for these properties were submitted electronically via the WISAARD system on October 14, 2010. They are:

- 2216 East 11th Street, Tacoma
- 1124 Thorne Road, Tacoma
- Blake Moffitt and Towne Company, 1157 Thorne Road, Tacoma
- Brown & Haley Candy Company building, 1940 East 11th Street, Tacoma
- 1160 Thorne Road, Tacoma
- Tacoma Rail Spur, Milwaukee Way, Tacoma
- Port of Olympia Shipping Wharf, 915 Washington Street NE, Olympia

We seek your concurrence with our finding that this undertaking will have an adverse effect on historic properties. As detailed in the discipline report, we have identified that the Preferred Alternative would result in adverse effects to seven historic properties listed in or eligible for listing in the NRHP. These are the Foster Island TCP, the Montlake Bridge, the Canoe House, the Montlake Historic District, the NOAA Northwest Fisheries Science Center, the Seattle Yacht Club, and the Evergreen Point Bridge. Pursuant to 36 CFR 800.6(c), measures to resolve these adverse effects will be established in a Programmatic Agreement (PA). The PA will be developed in consultation with SHPO, DAHP, tribes, and other consulting parties.

We look forward to continued consultation with you and your office as we move through this process.

Should you have questions or concerns please contact me at (206) 805-2895, email archers@wsdot.wa.gov or Environmental Director WSDOT ESO Mega Projects Allison Hanson at (206) 382-5279, email hansonall@wsdot.wa.gov.

Sincerely,

Stem Cr

Steve Archer
Cultural Resources Specialist
WSDOT ESO Mega Projects

Enclosure

cc: Matthew Sterner, DAHP w/ enclosure
Randy Everett, FHWA w/o enclosure
Allison Hanson, WSDOT w/o enclosure
Scott Williams, 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

November 10, 2010

Ms. Lori Durio Price
Cultural Resource Program Lead
SR 520 Program
600 Stewart Street, Suite 520
Seattle, WA 98101

In future correspondence please refer to:

Log: 092910-07-FHWA

Property: SR 520 I-5 to Medina: Haul Routes

Re: Determined Eligible

Dear Ms. Durio Price:

Thank you for contacting our office. I have reviewed the materials you provided to our office for the proposed haul routes related to the SR 520 project. My understanding the exact haul routes have changed slightly and are still subject to additional changes. Please be advised that if the routes change, additional survey will need to be completed in order to evaluate the eligibility of resources along the routes and potential impacts to these properties. Additionally I should state that since no survey maps were provided, I can not be certain that all resources along the routes which are 50+ years old or older have been surveyed. I'm assuming this is the case... but I'm not sure.

My determinations can be found on the attached spreadsheets for all 355 resources. The properties that I have determined eligible are highlighted in yellow. I have determined that 123 of the surveyed properties are eligible for the National Register of Historic Places. Many contribute to a listed or potential historic district, while others may be individually eligible.

Please note that the total number of resources varies from your eligibility calls. Some resources, which were determined eligible by your consultants, I have determined not eligible and vice versa. I have noted several inconsistencies in the inventory forms which call a property not eligible, yet your spreadsheet has the resource listed as eligible. This may have been typos. Other resources we may have a difference in opinion on eligibility. For instance, the area west of I-5 (the Eastlake Neighborhood) in my determination does have enough integrity to constitute a small National Register district (albeit with jagged boundaries). Also

you should be aware that Seattle has an National Register MPD on "Apartment Buildings: 1900-1957", which outlines registration requirements for listing of these resources (hence some of the apartments in the survey may or may not qualify for listing under the MPD).

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. Should 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

Surveyed Properties Located Adjacent to Potential Haul Routes				
Property Address	Zip Code	Year Built	NRHP Eligibility	Parcel Number
1000 E Allison St	98102	1927	Individually Eligible, Criterion C	1959702995
1000 NE 45th St	98105	1970	Not Eligible	7733600155
1001 NE Boat St	98102	1957	Not Eligible	4088801095
1114 E Shelby St	98102	1953	Not Eligible	1962200400
1116 E Hamlin St	98102	1923	Not Eligible	1959701940
1119 E Hamlin St	98102	1919	Not Eligible	3720800085
1208 E Shelby St	98102	1909	Not Eligible	1959702195
1330 E Interlaken Blvd	98102	1951	Not Eligible	1952200280
1334 E Interlaken Blvd	98102	1919	Not Eligible	1952200285
1340 E Interlaken Blvd	98102	1970	Not Eligible	1952200295
1344 E Interlaken Blvd	98102	1912	Not Eligible	1952200300
1348 E Interlaken Blvd	98102	1909	Not Eligible	1952200305
1404 E Lynn St	98112	1963	Not Eligible	1952200496
1410 NE Campus Pkwy	98105	1970	Individually Eligible, Criterion C	1142002395
1414 E Lynn St	98112	1962	Not Eligible	1952200495
1418 E Lynn St	98112	1953	Not Eligible	1952200490
1500 E McGraw St	98112	1938	ntributing to the Montlake Historic Dist	6788202365
1506 E McGraw St	98112	1939	ntributing to the Montlake Historic Dist	6788202370
1551 - 1555 Lakeview Blvd E	98102	1949	Not Eligible	2025049128
1602 E Lynn St	98102	1925	ntributing to the Montlake Historic Dist	6788202110
1603 Lakeview Blvd E	98102	1930	Not Eligible	# 0188000030
1606 Lakeview Blvd E	98102	1916	Not Eligible	# 0188000085
1608 E Lynn St	98102	1929	ntributing to the Montlake Historic Dist	6788202115
1610 Lakeview Blvd E	98102	1954	Not Eligible	# 0188000080
1611 E Lynn St	98112	1949	ntributing to the Montlake Historic Dist	1880000025
1612 E Lynn St	98102	1929	ntributing to the Montlake Historic Dist	6788202116
1614 E Lynn St	98112	1928	ntributing to the Montlake Historic Dist	6788202130
1618 E Lynn St	98112	1928	ntributing to the Montlake Historic Dist	6788202135
1618 Lakeview Blvd E	98102	1919	Individually Eligible, Criterion C	# 0188000070

1619 E Lynn St	98112	1947	Contributing to the Montlake Historic District	1880000020	ELIGIBLE
1622 E Lynn St	98112	1928	Contributing to the Montlake Historic District	6788202136	ELIGIBLE
1626 E Lynn St	98112	1928	Contributing to the Montlake Historic District	6788202150	ELIGIBLE
1627 E Lynn St	98112	1947	Contributing to the Montlake Historic District	1880000015	ELIGIBLE
1630 E Lynn St	98112	1928	Contributing to the Montlake Historic District	6788202155	ELIGIBLE
1633 E Lynn St	98112	1947	Contributing to the Montlake Historic District	1880000010	ELIGIBLE
1802 E Lynn St	98112	1930	Contributing to the Montlake Historic District	6788201970	ELIGIBLE
1805 E Lynn St	98112	1947	Contributing to the Montlake Historic District	1880000005	ELIGIBLE
1806 E Lynn St	98112	1930	Contributing to the Montlake Historic District	6788201971	ELIGIBLE
1810 E Lynn St	98112	1929	Contributing to the Montlake Historic District	6788201980	ELIGIBLE
1811 E Lynn St	98112	1950	Contributing to the Montlake Historic District	2125049131	ELIGIBLE
1814 E Lynn St	98112	1930	Contributing to the Montlake Historic District	6788201990	ELIGIBLE
1819 E Lynn St	98112	1951	Contributing to the Montlake Historic District	2125049133	ELIGIBLE
1820 E Lynn St	98112	1938	Contributing to the Montlake Historic District	6788201995	ELIGIBLE
1820 Lakeview Blvd E	98102	1923	Not Eligible	9390700100	NOT ELIGIBLE
1824 Lakeview Blvd E	98102	1923	Not Eligible	9390700095	NOT ELIGIBLE
1825 E Lynn St	98112	1951	Not Eligible	2125049132	NOT ELIGIBLE
1826 E Lynn St	98112	1952	Not Eligible	6788202000	NOT ELIGIBLE
1901 E Lynn St	98112	1951	Not Eligible	2125049122	NOT ELIGIBLE
1902 E Lynn St	98112	1924	Contributing to the Montlake Historic District	6788201740	ELIGIBLE
1902 E McGraw St	98112	1921	Contributing to the Montlake Historic District	6788200642	ELIGIBLE
1903 E Calhoun St	98112	1924	Contributing to the Montlake Historic District	6788200595	ELIGIBLE
1907 E Miller St	98112	1925	Contributing to the Montlake Historic District	6788200485	ELIGIBLE
1918 E Miller St	98112	1928	Contributing to the Montlake Historic District	8805900570	ELIGIBLE
1927 Franklin Pl E	98102	1908	Not Eligible	4086300050	NOT ELIGIBLE
1963 21st Ave E	98112	1927	Contributing to the Montlake Historic District	2158900130	ELIGIBLE
2003 Boylston Ave E	98102	1925	Individually Eligible, Criterion C	2902200006	ELIGIBLE
2007 Boylston Ave E	98102	1965	Not Eligible	2902200010	ELIGIBLE
2015 Boylston Ave E	98102	1908	Not Eligible	2902200016	NOT ELIGIBLE
2017 Boylston Ave E	98102	1908	Not Eligible	2902200015	NOT ELIGIBLE
2023 Boylston Ave E	98102	1910	Not Eligible	2902200021	NOT ELIGIBLE
2025 Boylston Ave E	98102	1915	Not Eligible	2902200025	ELIGIBLE
2030 19th Ave E	98112	1949	Individually Eligible, Criterion C	2158900298	ELIGIBLE
2031 Boylston Ave E	98102	1921	Not Eligible	2902200026	NOT ELIGIBLE

2033 Boylston Ave E	98102	1921	Not Eligible	2902200031	NOT ELIGIBLE
2037 Boylston Ave E	98102	1929	Not Eligible	2902200035	NOT ELIGIBLE
2100 Boyer Ave E	98112	1962	Individually Eligible, Criteria C	1880000055	ELIGIBLE
220 E Hamlin St	98102	1949	Not Eligible	1959701415	ELIGIBLE
2203 Boylston Ave E	98102	1925	Not Eligible	2902200650	ELIGIBLE
2215 Boylston Ave E	98102	1909	Not Eligible	2902200660	NOT ELIGIBLE
2219 Boylston Ave E	98102	1915	Not Eligible	2902200665	NOT ELIGIBLE
222 E Hamlin St	98102	1928	Not Eligible	1959701420	ELIGIBLE
2222 16th Ave E	98112	1969	Individually Eligible, Criterion C	1029000020	ELIGIBLE
2227 Boylston Ave E	98102	1915	Not Eligible	2902200670	ELIGIBLE
2231 Boylston Ave E	98102	1909	Not Eligible	2902200671	ELIGIBLE
2235 Boylston Ave E	98102	1909	Not Eligible	2902200676	ELIGIBLE
2239 Boylston Ave E	98102	1900	Not Eligible	2902200680	ELIGIBLE
2301 Delmar Dr E	98102	1937	Not Eligible	1952200315	ELIGIBLE
2302 Boyer Ave E	98112	1929	Contributing to the Montlake Historic District	6788203060	ELIGIBLE
2303 19th Ave E	98112	1915	Contributing to the Montlake Historic District	6788202011	ELIGIBLE
2307 19th Ave E	98112	1915	Contributing to the Montlake Historic District	6788202010	ELIGIBLE
2308 Boyer Ave E	98112	1928	Contributing to the Montlake Historic District	6788203026	ELIGIBLE
2309 Boyer Ave E	98112	1930	Contributing to the Montlake Historic District	6788203046	ELIGIBLE
2311 14th Ave E	98112	1929	Not Eligible	1952200400	NOT ELIGIBLE
2312 19th Ave E	98112	1930	Contributing to the Montlake Historic District	6788201681	ELIGIBLE
2312 Delmar Dr E	98102	1963	Not Eligible	1952200405	NOT ELIGIBLE
2315 14th Ave E	98112	1963	Not Eligible	1952200395	NOT ELIGIBLE
2315 19th Ave E	98112	1928	Contributing to the Montlake Historic District	6788201966	ELIGIBLE
2315 Boyer Ave E	98112	1920	Contributing to the Montlake Historic District	6788203045	ELIGIBLE
2315 Boylston Ave E	98102	1909	Not Eligible	2902200740	ELIGIBLE
2316 Boyer Ave E	98112	1928	Contributing to the Montlake Historic District	6788203020	ELIGIBLE
2318 19th Ave E	98112	1922	Contributing to the Montlake Historic District	6788201680	ELIGIBLE
2319 Boyer Ave E	98112	1920	Contributing to the Montlake Historic District	6788203001	NOT ELIGIBLE
2319 Boylston Ave E	98102	1904	Not Eligible	2902200741	NOT ELIGIBLE
2320 Delmar Dr E	98102	1955	Not Eligible	1952200410	NOT ELIGIBLE
2323 19th Ave E	98112	1928	Not Eligible	6788201965	NOT ELIGIBLE
2323 Boylston Ave E	98102	1904	Not Eligible	2902200746	NOT ELIGIBLE
2324 14th Ave E	98112	1948	Not Eligible	1952200485	NOT ELIGIBLE

2324 Boyer Ave E	98112	1928	Contributing to the Montlake Historic Dist	6788203015	ELIGIBLE
2325 Boyer Ave E	98112	1919	Not Eligible	6788203000	NOT ELIGIBLE
2327 Boylston Ave E	98102	1905	Not Eligible	2902200751	NOT ELIGIBLE
2328 Delmar Dr E	98102	1936	Not Eligible	1952200385	NOT ELIGIBLE
2330 14th Ave E	98112	1929	Individually Eligible, Criterion C	1952204080	ELIGIBLE
2333 Boylston Ave E	98102	1906	Not Eligible	2902200750	NOT ELIGIBLE
2335 Boylston Ave E	98102	1906	Not Eligible	2902200756	NOT ELIGIBLE
2339 Boylston Ave E	98102	1907	Not Eligible	2902200761	NOT ELIGIBLE
2340 14th Ave E	98112	1949	Individually Eligible, Criterion C	1952200475	NOT ELIGIBLE
2340 Delmar Dr E	98102	1928	Not Eligible	1952200425	ELIGIBLE
2344 Delmar Dr E	98102	1928	Not Eligible	1952200430	NOT ELIGIBLE
2349 Boylston Ave E	98102	1916	Not Eligible	2902200771	NOT ELIGIBLE
2349 Delmar Dr E	98102	1952	Not Eligible	1952200275	NOT ELIGIBLE
2350 Boyer Ave E	98112	1939	Not Eligible	1952200120	NOT ELIGIBLE
2351 Boylston Ave E	98102	1916	Not Eligible	2902200770	NOT ELIGIBLE
2356 Boyer Ave E	98112	1958	Not Eligible	1952200115	NOT ELIGIBLE
2359 Boyer Ave E	98112	1947	Not Eligible	1952200486	NOT ELIGIBLE
2359 Boylston Ave E	98102	1908	Individually Eligible, Criterion C	2902200776	ELIGIBLE
2362 Boyer Ave E	98112	1910	Individually Eligible, Criterion C	1952200110	NOT ELIGIBLE
2366 Boyer Ave E	98112	1906	Individually Eligible, Criterion C	1952200105	ELIGIBLE
2400 Boyer Ave E	98112	1956	Individually Eligible, Criterion C	1952200090	ELIGIBLE
2401 19th Ave E	98112	1965	Individually Eligible, Criterion C	6788201910	ELIGIBLE
2401 Boylston Ave E	98102	1926	Not Eligible	2902200780	ELIGIBLE
2401 E McGraw St	98112	1958	Not Eligible	6788201335	NOT ELIGIBLE
2402 Delmar Dr E	98102	1953	Not Eligible	1952200210	NOT ELIGIBLE
2403 Boyer Ave E	98112	1951	Individually Eligible, Criterion C	1952200365	NOT ELIGIBLE
2405 Boylston Ave E	98102	1926	Not Eligible	2902200781	NOT ELIGIBLE
2407 Boylston Ave E	98102	1914	Individually Eligible, Criterion C	2902200786	ELIGIBLE
2408 Delmar Dr E	98102	1953	Not Eligible	1952200220	NOT ELIGIBLE
2409 Boyer Ave E	98112	1951	Not Eligible	1952200360	NOT ELIGIBLE
2410 Boyer Ave E	98112	1966	Not Eligible	1952200066	NOT ELIGIBLE
2411 19th Ave E	98112	1924	Not Eligible	6788201861	NOT ELIGIBLE
2411 Boylston Ave E	98102	1914	Not Eligible	2902200785	ELIGIBLE
2413 Boylston Ave E	98102	1965	Not Eligible	2902200790	NOT ELIGIBLE

2415 19th Ave E	98112	1924	Contributing to the Montlake Historic District	6788201860	ELIGIBLE
2415 Boyer Ave E	98102	1912	Not Eligible	1952200350	ELIGIBLE
2415 Everett Ave E	98102	1928	Not Eligible	1952200205	NOT ELIGIBLE
2418 Delmar Dr E	98102	1927	Not Eligible	1952200225	NOT ELIGIBLE
2419 Everett Ave E	98102	1927	Not Eligible	1952200201	NOT ELIGIBLE
2423 Everett Ave E	98102	1927	Not Eligible	1952200200	NOT ELIGIBLE
2424 Boyer Ave E	98112	1926	Individually Eligible, Criterion C	195220067	ELIGIBLE
2428 Boyer Ave E	98112	1926	Not Eligible	1952200065	ELIGIBLE
2430 Boyer Ave E	98112	1925	Contributing to the Montlake Historic District	1952200060	ELIGIBLE
2432 Delmar Dr E	98102	1910	Not Eligible	1952200240	ELIGIBLE
2436 Delmar Dr E	98102	1951	Not Eligible	1952200245	NOT ELIGIBLE
2440 Delmar Dr E	98102	1908	Not Eligible	8726900000	NOT ELIGIBLE
2448 Delmar Dr E	98102	1919	Not Eligible	1952200255	NOT ELIGIBLE
2454 19th Ave E	98112	1926	Contributing to the Montlake Historic District	6788200516	ELIGIBLE
2456 19th Ave E	98112	1927	Contributing to the Montlake Historic District	6788200515	ELIGIBLE
2462 W Montlake Pl E	98112	1925	Contributing to the Montlake Historic District	6788200485	ELIGIBLE
2501 Boyer Ave E	98102	1938	Not Eligible	1952200195	NOT ELIGIBLE
2505 Boyer Ave E	98102	1909	Not Eligible	1952200190	NOT ELIGIBLE
2509 Boyer Ave E	98102	1949	Not Eligible	1952200185	NOT ELIGIBLE
2510 Boyer Ave E	98102	1953	Not Eligible	1952200046	NOT ELIGIBLE
2510 W Montlake Pl E	98112	1930	Contributing to the Montlake Historic District	8805900565	ELIGIBLE
2514 Boyer Ave E	98102	1954	Not Eligible	1952200041	NOT ELIGIBLE
2519 20th Ave E	98112	1930	Contributing to the Montlake Historic District	8805900400	ELIGIBLE
2520 W Montlake Pl E	98112	1930	Contributing to the Montlake Historic District	8805900525	ELIGIBLE
2525 Boyer Ave E	98102	1958	Not Eligible	1952200170	NOT ELIGIBLE
2543 Boyer Ave E	98102	1909	Not Eligible	1952200155	NOT ELIGIBLE
2552 20th Ave E	98112	1937	Not Eligible	8805900530	ELIGIBLE
2565 22nd Ave E	98112	1962	Not Eligible	8805900390	NOT ELIGIBLE
2607 Boyer Ave E	98102	1924	Not Eligible	1959700650	NOT ELIGIBLE
2613 Boyer Ave E	98102	1941	Not Eligible	1959700655	NOT ELIGIBLE
2617 Boyer Ave E	98102	1924	Individually Eligible, Criterion C	1959700660	ELIGIBLE
2623 Boyer Ave E	98102	1922	Not Eligible	1959700665	NOT ELIGIBLE
2623 Boylston Ave E	98102	1911	Not Eligible	1959700250	ELIGIBLE
2625 Boyer Ave E	98102	1923	Not Eligible	1959700670	NOT ELIGIBLE

2625 Boylston Ave E	98102	1912	Not Eligible	1959700255	NOT ELIGIBLE
2629 Boyer Ave E	98102	1923	Not Eligible	1959700680	ELIGIBLE
2631 Boylston Ave E	98102	1914	Not Eligible	1959700260	NOT ELIGIBLE
2633 Boyer Ave E	98102	1923	Individually Eligible, Criterion C	1959700690	ELIGIBLE
2637 Boyer Ave E	98102	1923	Not Eligible	1959700695	ELIGIBLE
2637 Boylston Ave E	98102	1906	Not Eligible	1959700270	NOT ELIGIBLE
267 E Newton St	98102	1909	Not Eligible	4086300045	ELIGIBLE
269 E Boston St	98102	1929	Individually Eligible, Criterion C	2902200041	ELIGIBLE
2703 Boyer Ave E	98102	1924	Not Eligible	3720900065	NOT ELIGIBLE
2703 Boylston Ave E	98102	1960	Not Eligible	763365000	NOT ELIGIBLE
2706 Boyer Ave E	98102	1951	Not Eligible	3720800015	NOT ELIGIBLE
2707 Boyer Ave E	98102	1926	Not Eligible	3720900070	NOT ELIGIBLE
2710 Boyer Ave E	98102	1936	Not Eligible	3720800010	NOT ELIGIBLE
2711 Boyer Ave E	98102	1926	Not Eligible	3720800075	NOT ELIGIBLE
2712 Boyer Ave E	98102	1953	Individually Eligible, Criterion C	3720800005	NOT ELIGIBLE
2717 Boyer Ave E	98102	1919	Individually Eligible, Criterion C	3720800080	ELIGIBLE
2717 Boylston Ave E	98102	1919	Not Eligible	1959701145	NOT ELIGIBLE
2722 Eastlake Ave E	98102	1970	Not Eligible	1959701170	NOT ELIGIBLE
2723 Boylston Ave E	98102	1908	Not Eligible	1959701150	NOT ELIGIBLE
2724 Boyer Ave E	98102	1924	Not Eligible	2025049104	NOT ELIGIBLE
2727 Boylston Ave E	98102	1909	Not Eligible	1959701155	ELIGIBLE
2730 Boyer Ave E	98102	1924	Not Eligible	2025049112	NOT ELIGIBLE
2730 Franklin Ave E	98102	1926	Not Eligible	1959701075	NOT ELIGIBLE
2733 Franklin Ave E	98102	1950	Not Eligible	1959701230	ELIGIBLE
2800 Franklin Ave E	98102	1959	Not Eligible	1959701495	NOT ELIGIBLE
2802 Boyer Ave E	98102	1923	Not Eligible	1959702065	NOT ELIGIBLE
2803 Boylston Ave E	98102	1909	Not Eligible	1959701496	NOT ELIGIBLE
2805 Boyer Ave E	98102	1925	Individually Eligible, Criterion C	1959701945	NOT ELIGIBLE
2806 Boyer Ave E	98102	1906	Not Eligible	1959702050	NOT ELIGIBLE
2807 Franklin Ave E	98102	1928	Individually Eligible, Criterion C	1959701435	ELIGIBLE
2809 Boyer Ave E	98102	1923	Not Eligible	1959701955	NOT ELIGIBLE
2810 Eastlake Ave E	98102	1939	Not Eligible	1959701400	NOT ELIGIBLE
2811 Franklin Ave E	98102	1924	Individually Eligible, Criterion C	1959701440	ELIGIBLE
2812 Boyer Ave E	98102	1954	Not Eligible	1959702045	NOT ELIGIBLE

2813 Boyer Ave E	98102	1923	Not Eligible	1959701965	NOT ELIGIBLE
2817 Boyer Ave E	98102	1923	Not Eligible	1959701975	NOT ELIGIBLE
2818 Boyer Ave E	98102	1965	Not Eligible	1959702040	NOT ELIGIBLE
2819 Franklin Ave E	98102	1901	Individually Eligible, Criterion C	1959701445	ELIGIBLE
2820 Eastlake Ave E	98102	1918	Not Eligible	1959701395	NOT ELIGIBLE
2821 Boyer Ave E	98102	1922	Not Eligible	1959701980	NOT ELIGIBLE
2821 Franklin Ave E	98102	1926	Individually Eligible, Criterion C	1959701450	ELIGIBLE
2822 Eastlake Ave E	98102	1925	Not Eligible	1959701390	ELIGIBLE
2827 Boyer Ave E	98102	1922	Not Eligible	1959701985	NOT ELIGIBLE
2828 - 2840 Eastlake Ave E	98102	1958	Individually Eligible, Criterion C	1959701376 & 65	ELIGIBLE
2828 Boyer Ave E	98102	1918	Not Eligible	1959702030	NOT ELIGIBLE
2830 Boyer Ave E	98102	1947	Not Eligible	1959702025	NOT ELIGIBLE
2831 Boyer Ave E	98102	1923	Not Eligible	1959701995	NOT ELIGIBLE
2835 Boyer Ave E	98102	1923	Not Eligible	1959702005	NOT ELIGIBLE
2836 Boyer Ave E	98102	1945	Not Eligible	1959702020	NOT ELIGIBLE
2837 Franklin Ave E	98102	1942	Not Eligible	1959701465	ELIGIBLE
2839 Boyer Ave E	98102	1924	Not Eligible	1959702015	NOT ELIGIBLE
2852 Eastlake Ave E	98102	1957	Not Eligible	1959701355	ELIGIBLE
2900 Fuhrman Ave E	98102	1919	Not Eligible	1959702194	NOT ELIGIBLE
2906 Fuhrman Ave E	98102	1926	Not Eligible	1959702190	NOT ELIGIBLE
2917 Fuhrman Ave E	98102	1922	Individually Eligible, Criterion C	1962200405	ELIGIBLE
2918 Fuhrman Ave E	98102	1920	Not Eligible	2662600000	NOT ELIGIBLE
2921 Eastlake Ave E	98102	1970	Not Eligible	1959702715	NOT ELIGIBLE
2926 Fuhrman Ave E	98102	1920	Individually Eligible, Criterion C	1959702165	ELIGIBLE
2928 Fuhrman Ave E	98102	1949	Not Eligible	1959702160	NOT ELIGIBLE
2930 Harvard Ave E	98102	1959	Not Eligible	1962200560	NOT ELIGIBLE
2932 Fuhrman Ave E	98102	1923	Individually Eligible, Criterion C	1959702155	ELIGIBLE
2946 Fuhrman Ave E	98102	1937	Not Eligible	1959702140	ELIGIBLE
3002 Harvard Ave E	98102	1916	Not Eligible	1959702230	NOT ELIGIBLE
3006 Fuhrman Ave E	98102	1920	Not Eligible	1959702126	NOT ELIGIBLE
3008 Harvard Ave E	98102	1926	Not Eligible	1959702235	NOT ELIGIBLE
3012 Fuhrman Ave E	98102	1953	Not Eligible	4088800595	NOT ELIGIBLE
3018 Fuhrman Ave E	98102	1926	Not Eligible	1959702115	NOT ELIGIBLE
3020 Harvard Ave E	98102	1965	Not Eligible	1959702463	NOT ELIGIBLE

3021 Fuhrman Ave E	98102	1923	Not Eligible	1959702390	NOT ELIGIBLE
3025 Fuhrman Ave E	98102	1923	Not Eligible	1959702385	NOT ELIGIBLE
3100 Franklin Ave E	98102	1924	Individually Eligible, Criterion C	9245500000	ELIGIBLE
3101 - 3103 Eastlake Ave E	98102	1945	Not Eligible	1959702740	NOT ELIGIBLE
3106 Fuhrman Ave E	98102	1928	Individually Eligible, Criterion C	1959702990	ELIGIBLE
3109 Franklin Ave E	98102	1923	Not Eligible	1959702900	NOT ELIGIBLE
3111 - 3115 Eastlake Ave E	98102	1953	Not Eligible	1959702745	NOT ELIGIBLE
3111 Franklin Ave E	98102	1922	Not Eligible	1959702920	NOT ELIGIBLE
3112 Fuhrman Ave E	98102	1927	Not Eligible	1959702985	NOT ELIGIBLE
3115 Franklin Ave E	98102	1922	Not Eligible	1959702925	NOT ELIGIBLE
3116 Fuhrman Ave E	98102	1928	Individually Eligible, Criterion C	1959702980	ELIGIBLE
3119 Eastlake Ave E	98102	1927	Not Eligible	1959702760	NOT ELIGIBLE
3120 Fuhrman Ave E	98102	1930	Not Eligible	1959702975	NOT ELIGIBLE
3120 Harvard Ave E	98102	1924	Not Eligible	1959702937	NOT ELIGIBLE
3121 Fuhrman Ave E	98102	1914	Not Eligible	1962200255	NOT ELIGIBLE
3123 Fuhrman Ave E	98102	1923	Not Eligible	1962200265	NOT ELIGIBLE
3126 Fuhrman Ave E	98102	1928	Not Eligible	1959702970	NOT ELIGIBLE
3127 Fuhrman Ave E	98102	1923	Not Eligible	1962200270	NOT ELIGIBLE
3136 Broadway E	98102	1922	Not Eligible	1962200285	NOT ELIGIBLE
3136 Fuhrman Ave E	98102	1928	Not Eligible	1959702960	NOT ELIGIBLE
3142 Fuhrman Ave E	98102	1923	Not Eligible	1959702955	NOT ELIGIBLE
3145 Broadway E	98102	1918	Not Eligible	1962200130	NOT ELIGIBLE
3146 Fuhrman Ave E	98102	1923	Not Eligible	1959702950	NOT ELIGIBLE
3152 Fuhrman Ave E	98102	1970	Not Eligible	1959702945	NOT ELIGIBLE
3202 Fuhrman Ave E	98102	1923	Not Eligible	1959703105	NOT ELIGIBLE
3206 Fuhrman Ave E	98102	1923	Not Eligible	1959703095	NOT ELIGIBLE
3206 Harvard Ave E	98102	1924	Individually Eligible, Criterion C	1959703155	ELIGIBLE
3207 Fuhrman Ave E	98102	1913	Not Eligible	1962200135	NOT ELIGIBLE
3210 Fuhrman Ave E	98102	1954	Not Eligible	1959703085	NOT ELIGIBLE
3211 Fuhrman Ave E	98102	1913	Not Eligible	1962200140	NOT ELIGIBLE
3215 Fuhrman Ave E	98102	1922	Not Eligible	1962200015	NOT ELIGIBLE
3216 Fuhrman Ave E	98102	1955	Not Eligible	1959703080	NOT ELIGIBLE
3218 Franklin Ave E	98102	1923	Not Eligible	1962200005	NOT ELIGIBLE
3220 - 3222 Fuhrman Ave E	98102	1927	Not Eligible	1959703070	NOT ELIGIBLE

3226 Fuhrman Ave E	98102	1928	Individually Eligible, Criterion C	7766800000	ELIGIBLE
3230 - 3232 Fuhrman Ave E	98102	1960	Not Eligible	1959703055	NOT ELIGIBLE
3240 Eastlake Ave E	98102	1909	Not Eligible	1959703120	ELIGIBLE
3240 Fuhrman Ave E	98102	1955	Individually Eligible, Criterion C	1959703035	ELIGIBLE
3242 Eastlake Ave E	98102	1916	Individually Eligible, Criterion C	5175100000	ELIGIBLE
3245 Eastlake Ave E	98102	1970	Not Eligible	1959703260	NOT ELIGIBLE
3254 Portage Bay Place	98102	1925	Not Eligible	4088801438	NOT ELIGIBLE
3257 Fuhrman Ave E	98102	1925	Not Eligible	1959703200	NOT ELIGIBLE
3261 Fuhrman Ave E	98102	1952	Individually Eligible, Criterion C	1959703190	ELIGIBLE
3272 Fuhrman Ave E	98102	1916	Not Eligible	1959703000	NOT ELIGIBLE
400 NE 45th St	98105	1966	Not Eligible	1890000005	NOT ELIGIBLE
4000 7th Ave NE	98105	1969	Not Eligible	4092301880	NOT ELIGIBLE
4001 9th Ave NE	98105	1964	Individually Eligible, Criterion C	4092301675	ELIGIBLE
4029 7th Ave NE	98105	1909	Not Eligible	4092302120	NOT ELIGIBLE
4030 7th Ave NE	98105	1925	Individually Eligible, Criterion C	4092301860	ELIGIBLE
4033 7th Ave NE	98105	1908	Not Eligible	4092302105	NOT ELIGIBLE
4036 7th Ave NE	98105	1908	Not Eligible	4092301855	NOT ELIGIBLE
4041 - 4043 Roosevelt Way NE	98105	1924	Not Eligible	1145000365	NOT ELIGIBLE
4041 7th Ave NE	98105	1909	Not Eligible	4092302085	NOT ELIGIBLE
4047 7th Ave NE	98105	1918	Not Eligible	4092302075	NOT ELIGIBLE
4048 7th Ave NE	98105	1916	Not Eligible	4092301825	NOT ELIGIBLE
4049 7th Ave NE	98105	1918	Not Eligible	4092302065	NOT ELIGIBLE
4052 7th Ave NE	98105	1905	Not Eligible	4092301815	NOT ELIGIBLE
4053 7th Ave NE	98105	1923	Not Eligible	4092302055	NOT ELIGIBLE
4054 7th Ave NE	98105	1918	Not Eligible	4092301905	NOT ELIGIBLE
4100 Roosevelt Way NE	98105	1967	Not Eligible	1142001825	NOT ELIGIBLE
4140 Roosevelt Way NE	98105	1962	Not Eligible	1142001871	NOT ELIGIBLE
4201 Roosevelt Way NE	98105	1969	Not Eligible	1145000231	NOT ELIGIBLE
4206 7th Ave NE	98105	1925	Individually Eligible, Criterion C	4092301050	ELIGIBLE
4210 7th Ave NE	98105	1910	Individually Eligible, Criterion C	4092301040	NOT ELIGIBLE
4211 7th Ave NE	98105	1910	Not Eligible	4092300885	NOT ELIGIBLE
4212 - 4214 Roosevelt Way NE	98105	1924 / 1967	Individually Eligible, Criteria A & C	1142000710 (&25)	ELIGIBLE
4226 7th Ave NE	98105	1911	Not Eligible	4092301005	NOT ELIGIBLE
4229 7th Ave NE	98105	1939	Not Eligible	4092300840	NOT ELIGIBLE

4247 7th Ave NE	98105	1919	Not Eligible	4092300800	ELIGIBLE
4258 7th Ave NE	98105	1908	Not Eligible	4092300930	NOT ELIGIBLE
4261 Roosevelt Way NE	98105	1924	Not Eligible	1145000165	NOT ELIGIBLE
4263 7th Ave NE	98105	1907	Not Eligible	4092300765	NOT ELIGIBLE
4302 7th Ave NE	98105	1900	Not Eligible	4092300405	NOT ELIGIBLE
4303 7th Ave NE	98105	1922	Not Eligible	4092300720	NOT ELIGIBLE
4308 7th Ave NE	98105	1921	Not Eligible	4092300410	NOT ELIGIBLE
4309 7th Ave NE	98105	1918	Not Eligible	4092300715	NOT ELIGIBLE
4311 7th Ave NE	98105	1918	Not Eligible	4092300705	ELIGIBLE
4315 7th Ave NE	98105	1922	Not Eligible	409230695	NOT ELIGIBLE
4427 5th Ave NE	98105	1959	Not Eligible	3131201910	NOT ELIGIBLE
4501 Roosevelt Way NE	98105	1926	Individually Eligible, Criterion C	6336200380	ELIGIBLE
4516 7th Ave NE	98105	1917	Not Eligible	8812400380	NOT ELIGIBLE
4520 7th Ave NE	98105	1925	Not Eligible	8812400370	NOT ELIGIBLE
4523 5th Ave NE	98102	1915	Not Eligible	1890000030	NOT ELIGIBLE
4525 5th Ave NE	98105	1921	Not Eligible	1890000035	NOT ELIGIBLE
4531 5th Ave NE	98105	1923	Not Eligible	1890000040	NOT ELIGIBLE
4535 5th Ave NE	98105	1923	Not Eligible	1890000045	NOT ELIGIBLE
4539 5th Ave NE	98105	1908	Not Eligible	1890000050	NOT ELIGIBLE
4541 5th Ave NE	98105	1919	Individually Eligible, Criterion C	1890000055	ELIGIBLE
4544 7th Ave NE	98105	1971	Not Eligible	8812400315	NOT ELIGIBLE
4545 5th Ave NE	98105	1919	Individually Eligible, Criterion C	1890000060	ELIGIBLE
4551 5th Ave NE	98105	1912	Not Eligible	1890000065	NOT ELIGIBLE
4555 5th Ave NE	98105	1919	Not Eligible	1890000070	NOT ELIGIBLE
4559 5th Ave NE	98105	1919	Individually Eligible, Criterion C	1890000075	ELIGIBLE
4701 5th Ave NE	98105	1921	Not Eligible	8818900395	NOT ELIGIBLE
4707 5th Ave NE	98105	1920	Not Eligible	8818900390	NOT ELIGIBLE
4715 5th Ave NE	98105	1914	Not Eligible	8818900380	NOT ELIGIBLE
4719 5th Ave NE	98105	1922	Not Eligible	8818900375	NOT ELIGIBLE
4721 5th Ave NE	98105	1914	Not Eligible	8818900370	NOT ELIGIBLE
4725 5th Ave NE	98105	1913	Not Eligible	8818900365	NOT ELIGIBLE
4731 5th Ave NE	98105	1914	Not Eligible	8818900360	NOT ELIGIBLE
4733 5th Ave NE	98105	1928	Not Eligible	8818900355	NOT ELIGIBLE
4739 5th Ave NE	98105	1912	Not Eligible	8818900350	NOT ELIGIBLE

N



**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: 206-770-3589
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

November 10, 2010

Y-8393 BH
LTR #1765

Dr. Allyson Brooks
State Historic Preservation Officer (SHPO)
Department of Archaeology and Historic Preservation (DAHP)
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: Review of Standard Programmatic Agreement Language

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 in regards to the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

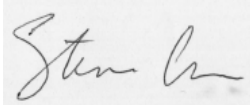
As discussed in our meeting of November 2, 2010, we are providing you with an advanced copy of the proposed text of the Section 106 Programmatic Agreement standard language for your review and comment prior to the initial Programmatic Agreement draft that will be discussed with affected tribes and consulting parties.

We would appreciate your comments as to content, sufficiency, and comprehensiveness of this standard language. Stipulations covering the resolution of effects are not included in this document. The Federal Highway Administration and the Washington State Department of Transportation will be initiating consultations about resolving effects with your office, affected tribes, and other consulting parties as soon as the comment period on the effects determination ends on November 29.

We appreciate your willingness to work with us on this project and we look forward to receiving your response by December 9, 2010.

If I can provide further information or answer questions for you on the attached language, please contact me at (206) 805-2895 or e-mail ArcherS@wsdot.wa.gov, or Allison Hanson at (206) 805-2880, e-mail HansonA@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Archer", on a light gray rectangular background.

Steve Archer
Cultural Resources Specialist
WSDOT ESO Mega Projects

Att: Programmatic Agreement Standard Language Draft for Review

Cc:

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



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

Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
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Seattle, WA 98101

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January 5, 2011

LTR # 1827

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 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 additional geotechnical borings. Following on the Phase I in-water geotechnical work description provided to you on June 14, 2010, this second phase of work involves both in-water and land borings, including land testing on two NRHP-eligible properties, Foster Island, and within the Montlake Historic District, although not affecting any individual. WSDOT is providing notice of this work to DAHP and requesting comments on the approach to cultural resources. **We respectfully request your comments by no later than February 5, 2011.**

WSDOT is proposing the next phase of a geotechnical borings program that includes five (5) in-water borings in Lake Washington, 15 borings in shoreline fringe wetlands, and 54 upland borings (74 total) along the planned alignment of the proposed SR 520 Bridge Replacement. The attached maps illustrate the specific locations of the proposed borings.

As part of the planning process for the Project, WSDOT is currently evaluating the feasibility of potential design elements throughout the corridor. WSDOT needs to conduct the subject borings in order to analyze sub-surface soil composition to support the design of the Portage Bay bridge and west approach pier and abutment foundations, stormwater facilities, and retaining walls. To sample all the locations necessary to support these design elements, both shallow in-water borings (water depth ≤ 10 feet) and land based borings are required.

As noted in our previous notification letter describing the first phase of geotechnical work,

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.

A WSDOT Cultural Resources Specialist is assisting the Project team to ensure the WSDOT complies with Section 106 of the National Historic Preservation Act and with Stipulations of the Amended Statewide Programmatic Agreement for the Federal Highway-Aid Program among the Federal Highway Administration (FHWA), WSDOT, and the State Historic Preservation Officer (SHPO).

The sampling procedures are described below.

Overwater Borings

The in-water work will begin upon receipt of permits in Lake Washington and is expected to be complete by March 16, 2011 in Union Bay, by April 16, 2011 in Portage Bay, and April 30, 2011 in Lake Washington south of SR 520. On average, each boring is expected to take two days to complete, depending on depth. Over the 2.5-month sampling period, approximately 45 to 60 working days are expected. Overwater borings, and those located within aquatic bed wetlands, will be conducted from a barge, typically moved to the boring location with a skiff. Two barges will be used for the overwater boring drillings, one is a WSDOT owned barge and the other is a rented barge. The WSDOT's barge will measure 28 feet by 18 feet, while the rented barge will

have dimensions of 40 feet by 18 feet. Both barges require only eighteen inches of draft. The barges will be suited for accessing tight locations

Borings will be drilled using a casing advancer (or wireline) mud rotary method. For both techniques, a five- or six-inch-diameter outer steel casing will first be installed through the water column and about five to ten feet below the mudline to contain drilling operations. For the casing advancer method, the driller will use a four-inch-diameter casing inserted into the larger casing to maintain the sides of the borehole. To advance a boring, a center drill section will be lowered to the bottom of the four-inch-diameter casing and latched into place. As the casing is rotated, the center drill section and bit rotate as well, grinding the soil below the casing. Bentonite slurry is circulated into the borehole bottom to assist with advancement of the core barrel and drill bit and to extract soil from the casing. Split-spoon or undisturbed samples are obtained by removing the casing advancer from the drill casing and lowering a sampler through the center of the casing.

After completing the boring, the drill cuttings and mud slurry will be collected in drums and transported to a WSDOT-provided storage area. After completion of each boring, the hole will be filled up to the mudline with a bentonite clay borehole sealer as the interior casing is removed. The outer casing is then removed.

Land-Based Borings

Three types of drill rigs will be used for land-based borings. They are a truck-mounted rig, a track-mounted rig, and a skid rig. The truck-mounted drill rig will be used only where we can drive to the site. This will be mainly on asphalt or dense surfaces; if the ground is in question of being soft mats will be used for access.

A rubber-tread track-mounted drill rig will be used to drill at 1) Portage Bay (in wetland PBS-1), 2) northeast of Lake Washington Blvd (in wetland LWS-4), where soft soils are present, and 3) on Foster Island. The track-mounted drill rig is 8 feet by 16 feet. The track-mounted rig will access the wetland sites from land and use timber cribbing and matting to stay afloat on soft soils and to minimize impacts to the soils. On Foster Island mats will be used to minimize ground disturbance. As noted in the attached map of proposed drilling locations, to minimize impacts, all geotechnical borings on Foster Island will also be located within the archaeological units previously excavated and examined as part of our Phase 1 and 2 excavations. An archaeological monitor will also be present to evaluate work done on Foster Island and within the Montlake Historic District. Borings within the historic district boundaries will not affect individual historic properties.

The skid drill will be used on all difficult access sites which can't be driven to such as steep inclines. The drills will be set in place with a crane on to a prepared site or platform. In some instances the drill will be set as close to the boring location as possible and then pulled to the site by a winch. This causes minimal disturbance and mats will be used if the location requires the protection of soil or landscaping.

A casing advancer system will be used, which is a mud rotary system that advances casing to depth so there is never an open borehole that requires stabilization by drilling mud to stay open for sampling purposes. During the casing advancer operation, all fluids are contained and re-circulated in the drill through baffled mud tub. The cuttings and remaining fluids are barreled up and removed from the site. The borehole will be advanced using a 4-inch-diameter casing until reaching denser soils where it is no longer necessary to sample with 3-inch Shelby tubes. The remainder of the bore hole will then be completed with a 3-inch casing. Split-spoon or undisturbed samples are obtained by removing the casing advancer from the drill casing and lowering a sampler through the center of the casing.

After completing the boring, the drill cuttings and mud slurry will be collected in drums and transported to a WSDOT-provided storage area. After completion of each boring, the hole will be filled up to the ground surface with a bentonite clay borehole sealer as the casing is removed.

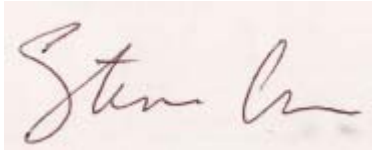
A site restoration plan will be implemented for the truck-mounted rig drills and the skid-mounted rig drills to replace disturbed vegetation and stabilize denuded soils at upland locations. The track rig drills leave little trace of disturbance when a mat is used, so site restoration is typically not necessary and would be employed on an as-needed basis.

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. As a courtesy, WSDOT is also notifying consulting parties with interests in the Montlake and Roanoke historic districts. WSDOT can provide you with copies of this communication if desired.

As previously noted, an archaeological monitor will be present on Foster Island and at borings within the historic district boundaries. We will be pleased to provide you with a copy of the monitoring results when the work is concluded. At all times, our Unanticipated Discovery Plan (UDP) on file at DAHP will be in place during the work to provide a notification protocol to follow should cultural materials be observed by crews. Should any cultural materials be found, the crew will immediately notify SR 520 Project management and the WSDOT Cultural Resources Specialist to allow examination and a significance assessment to be made.

If you may require any further information needs in reviewing this proposed work, please contact me at (206) 805-2895, e-mail archers@wsdot.wa.gov, or Allison Hanson (Environmental Services Director for Mega Projects) at hansona@wsdot.wa.gov.

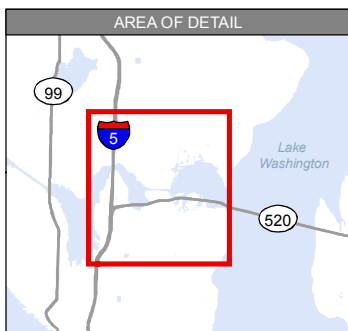
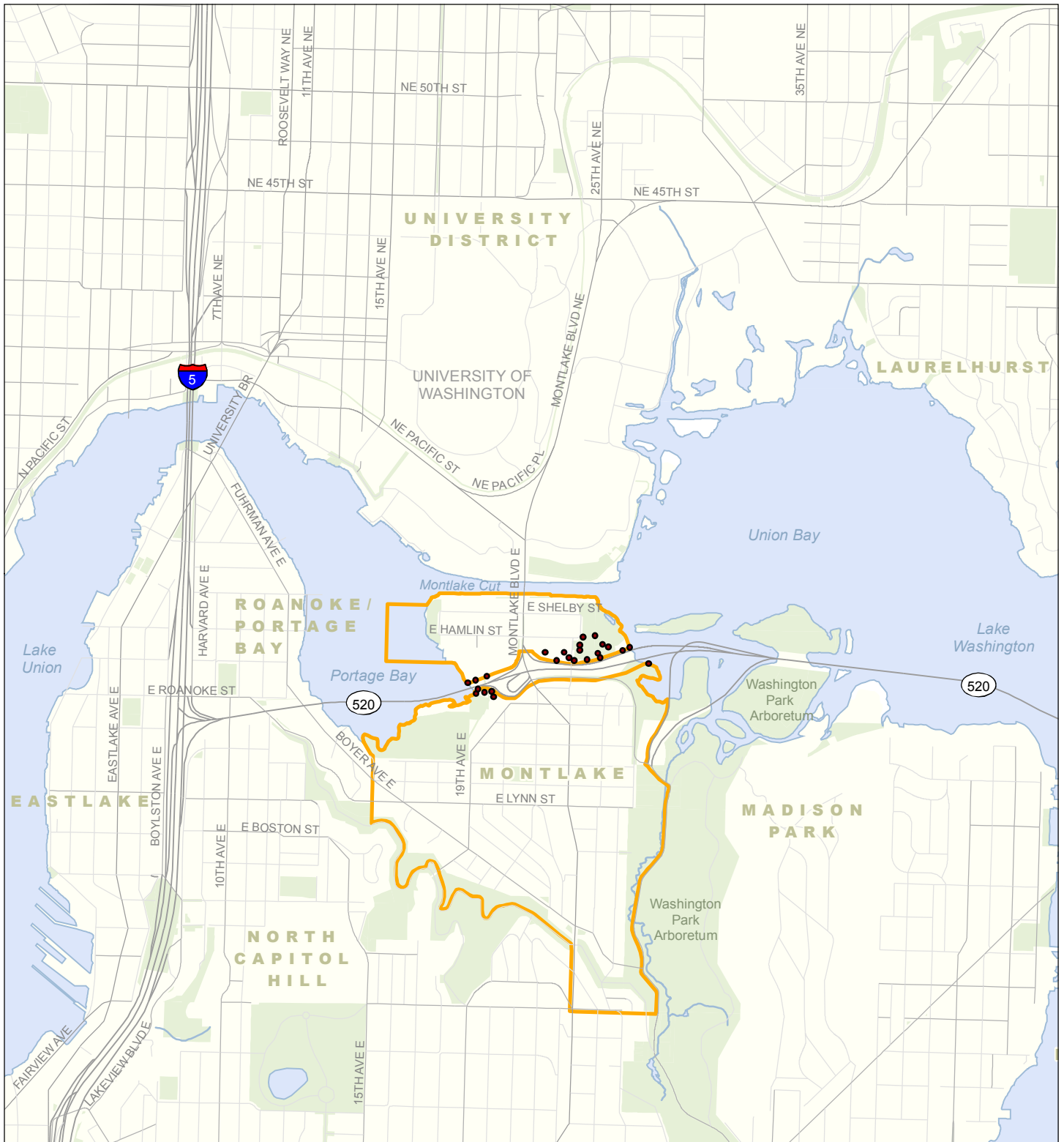
Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Archer", on a light-colored rectangular background.

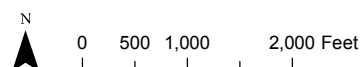
Steve Archer
WSDOT Cultural Resources Specialist

Enclosures: JARPA Exhibits; Boring locations in relation to historic district boundaries

cc: Allison Hanson, WSDOT, w/o enclosure
Scott Williams, WSDOT, w/o enclosure
Randy Everett, FHWA, w/o enclosure



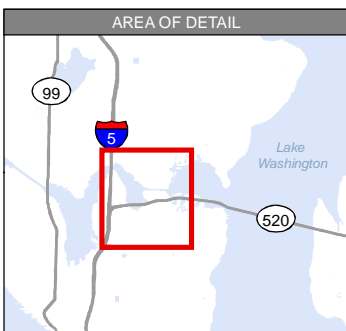
- Proposed Boring Location
(NOTE: Not To Scale)
- ▭ Montlake Historic District



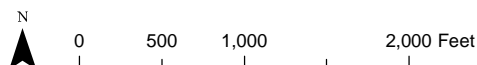
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Proposed Boring Locations in the Montlake Historic District

I-5 to Medina: Bridge Replacement and HOV Project



- Proposed Boring Location
(NOTE: Not To Scale)
- ▭ Montlake Historic District



Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Proposed Boring Locations in the Montlake Historic District

I-5 to Medina: Bridge Replacement and HOV Project



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

January 6, 2011

Y-8393 BH
LTR #1829

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
Foster Island Archaeological Inventory and Evaluations Reports, Phase 1 and 2
LOG #: 121602-08-FHWA

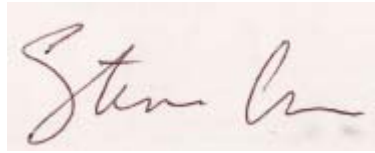
Dear Dr. Brooks:

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 Phase 1 and Phase 2 reports for archaeological testing done on Foster Island as part of our historic properties inventory program. As detailed in the attached document, no National Register eligible archaeological resources were identified within the testing limits on Foster Island. As previously documented in correspondence with your office, Foster Island has been determined to be a Traditional Cultural Property eligible for listing in the NRHP.

WSDOT respectfully requests your review of the attached document and your comments on the reports. We appreciate receipt of any comments you may have on this work by February 6, 2011. This report is also being provided to affected tribes as part of our Section 106 consultation for the SR 520 I-5 to Medina project.

If you have any questions, please do not hesitate to contact me at (206) 805-2895, e-mail archers@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at (206)805-2880, e-mail hansona@wsdot.wa.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Archer", on a light-colored rectangular background.

Steve Archer
WSDOT Cultural Resources Specialist

Enclosures: Unbound Report Copy, CD Containing PDF

Cc: Matthew Sterner, DAHP, w/o enclosure
Randy Everett, FHWA, w/o enclosure
Allison Hanson, WSDOT, w/o enclosure
Scott Williams, WSDOT, w/o enclosure



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

Engineering and Regional Operations
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600 Stewart Street, Suite 520
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Phone: 206-770-3500
Fax: 206-770-3568
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

January 6, 2011

Y-8393 BH
LTR #1828

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
Historic Property Inventory Forms Determination of Eligibility Changes
LOG #: 121602-08-FHWA**

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 is intended to inform you of five Determinations of Eligibility that were re-evaluated after WSDOT's original submittal of the findings from the 2010 survey of pre-1972 properties located along potential haul routes. At the request of Consulting Parties, WSDOT did additional research and review. As a result, WSDOT proposes changing the eligibility for five properties from **not eligible for listing in the National Register of Historic Places (NRHP)** to **eligible for listing in the NRHP**:

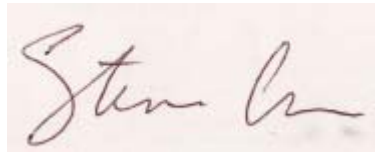
2320 Delmar Drive East
2328 Delmar Drive East
2340 Delmar Drive East
2344 Delmar Drive East
2448 Delmar Drive East

The original Historic Property Inventory (HPI) Forms for these properties, along with the other 355 pre-1972 properties surveyed at that time, were submitted on August 19, 2010 using the new WISAARD HPI system. WSDOT electronically

amended the HPI forms of the five aforementioned properties using the WISAARD system on December 16, 2010. WSDOT respectfully requests your review and concurrence with these determinations.

If you have any questions, please do not hesitate to contact me at (206) 805-2895 or through e-mail at ArcherS@wsdot.wa.gov, or Allison Hanson, WSDOT ESO Mega Projects Environmental Director at (206) 805-2880, e-mail hansona@wsdot.wa.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Archer", on a light-colored rectangular background.

Steve Archer
Cultural Resources Specialist
WSDOT ESO Mega Projects

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



**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

January 11, 2011

Y-8393 BH
LTR #1877

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
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 Project and HOV Project. Thank you for your ongoing participation and interest in this project. Please see the enclosed aerial photographs as well 7.5 minute USGS quadrangle maps, which illustrate the revised Area of Potential Effects (APE) for this project. The APE has been expanded to incorporate a barge anchoring area immediately north of the current SR 520 alignment at the mouth of Union Bay.

To most efficiently construct the replacement floating bridge, WSDOT has determined an additional barge may be needed in this location for construction staging, and it may be anchored there temporarily during construction. The duration for which such a barge would be needed is unknown at this time. Other than anchoring, no subsurface disturbance or construction is planned within this addition to the APE.

Construction effects to historic properties will be documented in the Section 106 technical report to be provided to your office in January of 2011. This revision to the APE will also be provided to interested tribes and consulting parties.

Thank you for your time and attention to this project. We look forward to your comments on the revised APE. We appreciate your comments on the revised APE by January 20.

If you have any questions, please do not hesitate to contact me at (206) 805-2895, e-mail archers@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at (206)805-2880, e-mail hansona@wsdot.wa.gov.

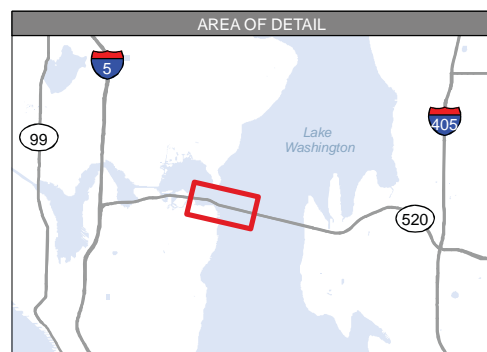
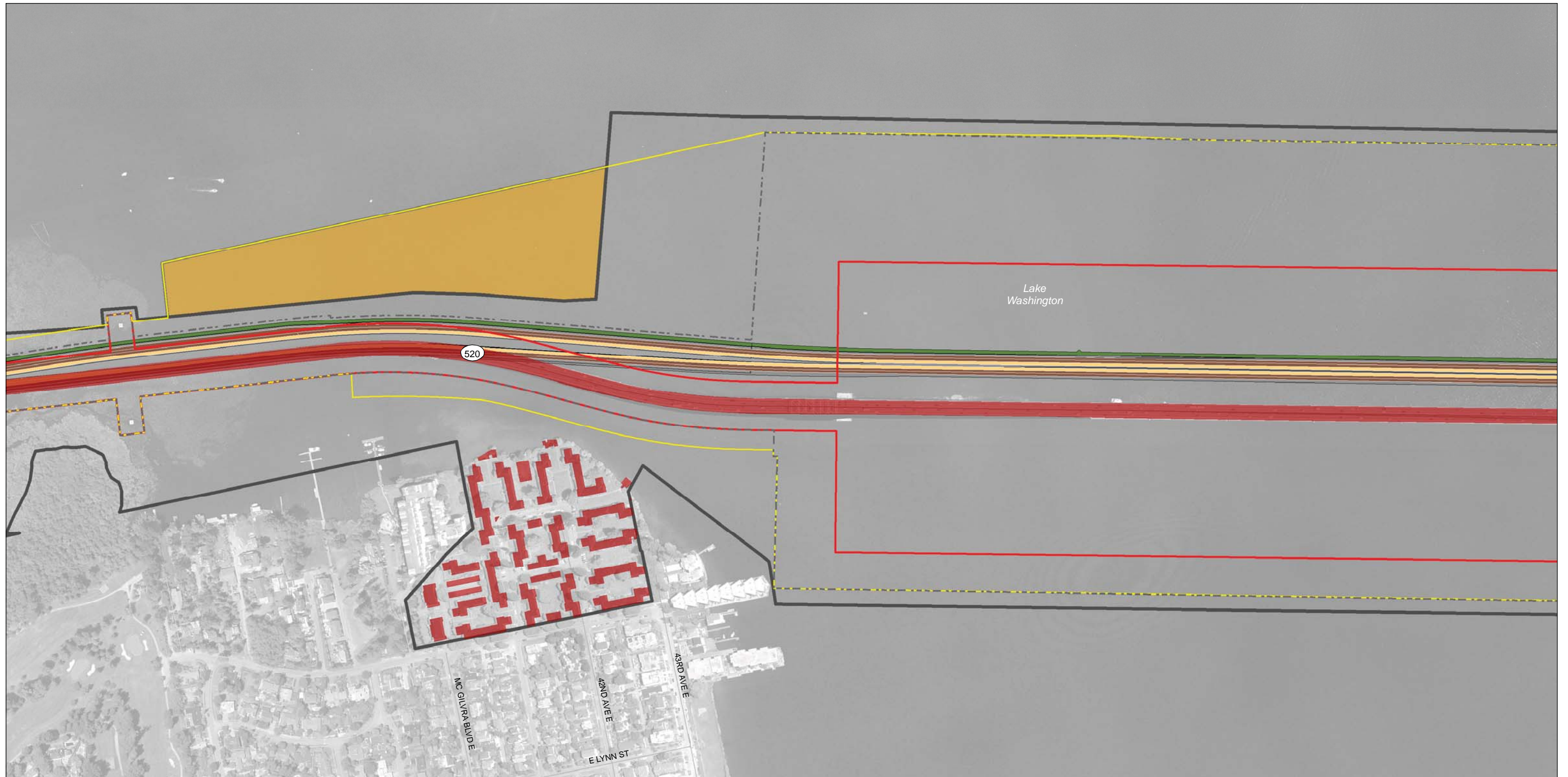
Sincerely,



Julie Meredith, P.E.
SR 520 Program Director

Attachments

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



- Proposed Right-of-way
- Existing Right-of-way
- Limits of Construction
- Historic Property
- Area of Potential Effects
- General-Purpose Lane
- HOV, Direct Access, and/or Transit-Only Lane
- Proposed Bicycle/Pedestrian Path
- Addition to the Area of Potential Effects



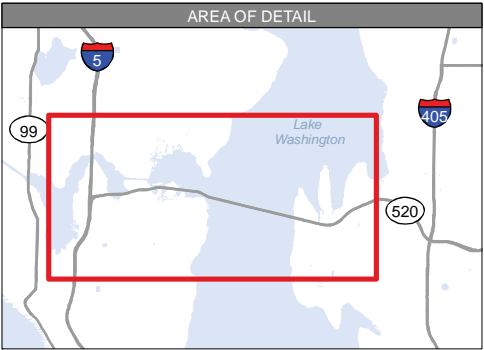
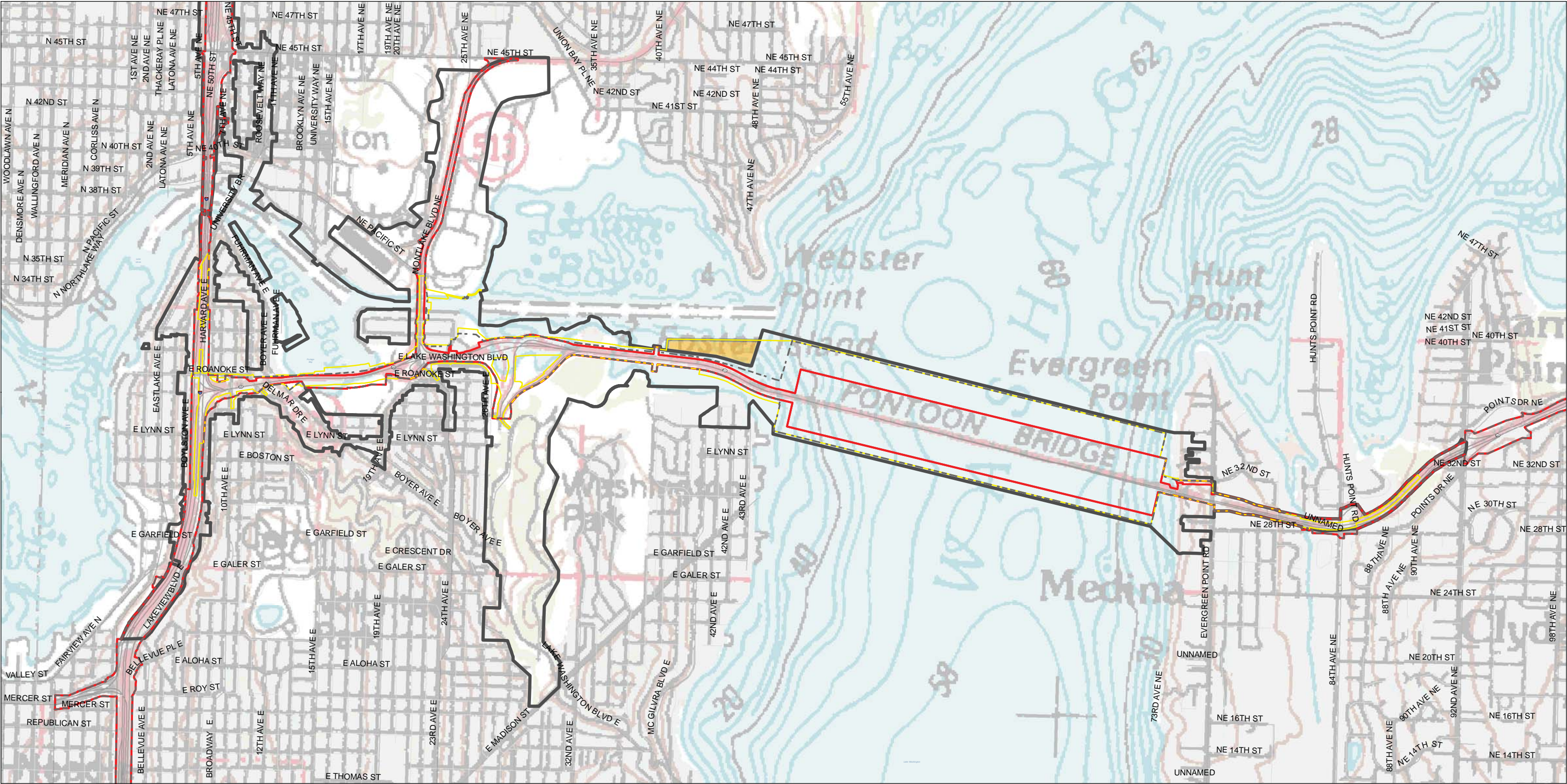
0 250 500 1,000 Feet



APE Expansion Area

SR 520, 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 NAVD88.



- Proposed Right-of-way
- Existing Right-of-way
- Limits of Construction
- Area of Potential Effects
- Addition to the 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 NAVD88.



APE Expansion Area on USGS Quad

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



**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

January 11, 2011

Y-8393 BH
LTR #1857

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
Port of Olympia and Port of Tacoma Geotechnical Archaeological Monitoring Report
LOG #: 121602-08-FHWA**

Dear Dr. Brooks:

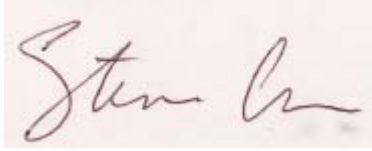
Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the SR 520, I-5 to Medina Bridge Replacement and HOV Project. The purpose of this letter is to provide you with a copy of the archaeological monitoring report related to geotechnical testing done at the Ports of Olympia and Tacoma. No National Register eligible archaeological resources were identified during this testing. Copies of a letter dated Dec. 20, 2010, informing the Port of Olympia that the supplemental pontoon construction sites at the Ports of Olympia and Tacoma are no longer under active consideration in our environmental documentation were provided to Matthew Sterner of your office. WSDOT still considers the Ports to be within the project Area of Potential Effects because of preliminary site evaluation activities that occurred prior to December 2010, of which this geotechnical work was a part. The site selection will be at the discretion of the contracting design-builder for the project. If the design-builder for the project should choose either of the Port sites for pontoon construction, further evaluation work including the Section 106 process would recommence.

The attached report details archaeological monitoring for the presence of cultural resources during geotechnical borings conducted in support of the proposed supplemental pontoon construction facilities, while the Port sites were under active consideration in the fall of 2010.

WSDOT respectfully requests your review of the attached document and your comments on the report. We appreciate receipt of any comments you may have on this work by February 12, 2011. This report is also being provided to affected tribes and consulting parties as part of our Section 106 consultation for the SR 520 I-5 to Medina project.

If you have any questions, please do not hesitate to contact me at (206) 805-2895, e-mail archers@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at (206)805-2880, e-mail hansona@wsdot.wa.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Archer", on a light-colored rectangular background.

Steve Archer
WSDOT Cultural Resources Specialist

Enclosures: Unbound Report Copy, CD Containing PDF

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

January 26, 2011

Mr. Steve Archer
Cultural Resource Specialist
ESO Megaprojects
999 Third Ave., Suite 2424
Seattle, WA 98104

In future correspondence please refer to:

Log: 121602-08-FHWA

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

Re: Receipt and Review of Archaeological Inventory Reports for Foster Island, Phases I & II

Dear Mr. Archer:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing the archaeological inventory reports for phases I & II of the work conducted on Foster Island by ICF International. The reports 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.

Both reports are comprehensive and satisfy reporting requirements established by the Department of Archaeology and Historic Preservation. We concur that the two isolated prehistoric artifacts were clearly recovered from disturbed contexts that do not represent intact archaeological deposits.

Thank you for providing these reports to us and 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

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

January 26, 2011

Mr. Steve Archer
Cultural Resource Specialist
ESO Megaprojects
999 Third Ave., Suite 2424
Seattle, WA 98104

In future correspondence please refer to:

Log: 121602-08-FHWA

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

Re: Comments on Proposed Geotechnical Work

Dear Mr. Archer:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The data you submitted on the proposed geotechnical Brings to be conducted offshore, on Foster Island, and within the Montlake Historic District 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.

We have no issues with the geotechnical investigations as planned provided that archaeological monitoring of all work conducted on Foster Island and within the Montlake Historic District is monitored by a qualified archaeologist. We look forward to seeing a report on the monitoring efforts once the work is completed.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. Also, please note that DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

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

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**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: 206-770-3589
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

January 26, 2011

LTR – 1890

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

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, per your request of October 25, 2010, a revised Section 106 Technical Report to serve as our document of record for Section 106 on the above-referenced project, describing the basis for the decision made by WSDOT on behalf of FHWA concerning the effects of the SR 520 project on historic properties. This document replaces, for the purposes of Section 106 compliance, the Cultural Resources Discipline Report submitted to your office on October 15, 2010.

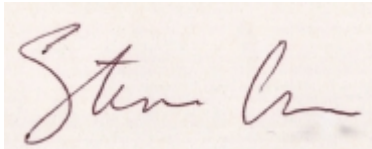
As described in the enclosed Technical Report, WSDOT and FHWA have determined that, despite several modifications designed to avoid and minimize effects, the preferred alternative identified by the 2010 Supplemental Draft Environmental Impact Statement analysis of 6-lane design options and suboptions, will have an adverse effect on historic properties.

We request that you forward any comments that you may have on the determination of effect or report to WSDOT by no later than **February 25, 2011**. As part of our Section 106 consultation for the SR 520, I-5 to Medina project, we will also provide this report to affected tribes. Consulting parties who are not privy to archaeological resources information, will receive only Volume 2 (Built Environment) of this report for information only.

Allyson Brooks, Ph. D.
January 26, 2011
Page 2 of 2

If you have any questions, please do not hesitate to contact me at (206) 805-2895, e-mail archers@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at (206) 805-2880, e-mail hansona@wsdot.wa.gov.

Sincerely,

A handwritten signature in dark ink on a light-colored rectangular background. The signature appears to read "Steve Archer" in a cursive, flowing script.

Steve Archer
WSDOT Cultural Resources Specialist

Enclosures: CD Containing PDF of Entire Document

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

January 31, 2011

Mr. Steve Archer
Cultural Resource Specialist
ESO Megaprojects
999 Third Ave., Suite 2424
Seattle, WA 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 Mr. Archer:

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) for the project. We concur with the definition of the revised APE. 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. Also, please note that DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD. For further information please go to 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.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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

February 25, 2011

Mr. Steve Archer
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: Delmar Drive East Properties
Re: Re-Evaluation

Dear Mr. Archer:

Thank you for contacting our office and supplying the additional information regarding the five properties on Delmar Drive East.

After careful evaluation I have made the following assessments:

- 2320 Delmar Drive E – Property still Not Eligible due to low integrity of the resource, and unconfirmed history & association with architect.
- 2328 Delmar Drive E – Eligible under criteria C for its association to various well-know mid-century architects.
- 2340 Delmar Drive E – still Eligible, as called out as such on initial evaluation.
- 2344 Delmar Drive E – Property still Not Eligible due to low integrity of the resource (can not get a clear picture of dwelling with submitted images), and unconfirmed history & association with architect.
- 2448 Delmar Drive E – Eligible under criteria B for its association to Hellmut Wilhlem.

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.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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Thank you for the opportunity to review and comment. Should you have any additional 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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

March 2, 2011

Mr. Steve Archer
Cultural Resource Specialist
SR 520 Bridge Replacement Project
999 Third Ave., Suite 2424
Seattle, WA 98104

In future correspondence please refer to:

Log: 121602-08-FHWA

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

Re: ADVERSE Effect

Dear Mr. Archer:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP). We have reviewed the cultural resources discipline report you provided for this project. We concur with your determination that the project, as proposed, will have an **adverse effect** on properties that are listed on or eligible for listing on the National Register of Historic Places (NRHP).

Overall, the document is clear, comprehensive, and represents a significant improvement over previous versions of the report that have been presented to our agency. There are a few comments we have on the report as presented:

DAHP Comments on Volume I—Archaeology

- It is unfortunate that none of the BOAS cultural resources reports had been presented to our agency for review at the time of their completion. I believe we would be significantly farther along with the archaeological investigation for the project if we had been working in closer concert with the SR 520 project team to address archaeological issues and the findings submitted to the project team as early as 2005.
- Page 1-2, line 19, this should indicate that this is the Addendum to the "Preliminary" Ethnographic and Geoarchaeological study, not the document that is included as Appendix 2. And why do all of the BOAS reports (Appendixes 1, 2, and 3) have identical Report Nos.?
- The ethnographic discussion that appears on page 2-15 should either synthesize information from the reports attached as appendixes or should direct the reader to the appendixes.
- We concur with the strategy described in Chapter 6 for moving forward and look forward to the development of the Programmatic Agreement as well as the Treatment Plan.



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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DAHP Comments on Volume II—Built Environment

- Exhibit 6-2 in Vol II presents a list of those properties that would be affected by the undertaking. However, the table is somewhat confusing since it deals exclusively with diminution of integrity while not addressing the nature of the impact. If you're going to attempt to tabularize data that is later presented in the narrative, the tabular data needs to be comprehensive. For example, the table should more clearly indicate that the Governor Albert D. Rosellini (Evergreen Point) Bridge will be removed, rather than having its integrity "permanently diminished."
- The removal of structures at 2904 and 2908 Montlake Boulevard NE, as well as the planting strips along Montlake Boulevard, should be called out specifically in Exhibit 6-2. In general, any resources that are targeted for removal should be called out in the Exhibit 6-2.
- The report is unclear regarding the impacts/effects to the 6f properties along Rainier Avenue.
- For the various mitigation ideas presented in Chapter 8, it would appear that there are some incorrect references cited regarding what level of DAHP mitigation might be used and whether an actual National Register nomination would be developed.

We look forward to further consultation and the development of the Programmatic Agreement to address this adverse effect.

As always, we 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). 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 contact me.

Sincerely,



Matthew Sterner, M.A.
Transportation Archaeologist
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U.S. Department
of Transportation

**Federal Highway
Administration**

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April 20, 2011

HMP-WA/WA 649

Allyson Brooks
State Historic Preservation Officer
Dept. of Archaeology & Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

**SR 520, I-5 to Medina: Bridge
Replacement and HOV Project
Section 106 Programmatic Agreement
Final Version for Signature**

Dear Dr. Brooks:

Thank you for your continued consultation for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

As you know, the Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) have developed a Section 106 Programmatic Agreement in consultation with the U.S. Army Corps of Engineers, National Oceanic and Atmospheric Administration, the Advisory Council on Historic Preservation, the State Historic Preservation Officer, affected Tribes, and a number of other consulting parties. Since fall 2010, we have consulted with all parties to outline the Section 106 Programmatic Agreement process and schedule and to develop a list of measures. This year, we provided draft versions of the Programmatic Agreement for review and considered all comments, incorporating many suggestions from the parties.

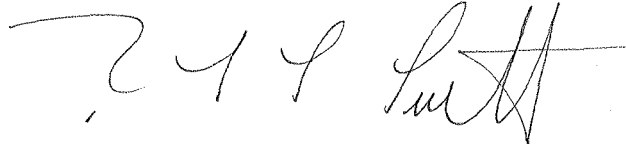
We have now reviewed and considered all final comments from the parties, and we have produced the enclosed final Programmatic Agreement for you to process through your agency's approval and signature process. Please contact Steve Archer at archers@wsdot.wa.gov when you are ready to receive the required signatory page with original signatures from WSDOT and FHWA, and we will circulate it to you. We request to have signatures from the Corps, NOAA, and DAHP **by June 2** and from ACHP **by June 7**.



Thank you once again for your continued participation in the Section 106 process. If you have any questions, please contact Randy Everett at 206-220-7538, or via email at randolph.everett@dot.gov.

Sincerely,

DANIEL M. MATHIS, P.E.
Division Administrator

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

By: Randy Everett
Major Projects Oversight Manager

Enclosure

CC: Matthew Sterner, DAHP
Kerry Ruth, WSDOT
Steve Archer, WSDOT
Marsha Tolon, WSDOT
Allison Hanson, WSDOT
Julie Meredith, WSDOT
Scott Williams, WSDOT
Margaret Kucharski, WSDOT