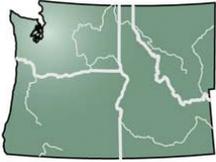


Appendix A: Correspondence



Northwest Archaeological Associates, Inc.

Cultural Resources Management Services
5418 20th Avenue NW, Suite 200, Seattle, WA 98107

July 9, 2007

Honorable Cecile Hansen
Duwamish Tribe
4717 West Marginal Way
Seattle, WA 98106

RE: SR 519 Intermodal Access Project - Phase 2
Cultural Resources Assessment

Dear Chairwoman Hanson,

Northwest Archaeological Associates, Inc. (NWAA) has been retained by the Washington State Department of Transportation (WSDOT), as designee for the Federal Highway Administration, to conduct a cultural resources assessment for the SR 519 Intermodal Access Project - Phase 2: Atlantic Corridor. The project is just south of downtown Seattle, east of SR 99, west of Interstate 5 (I-5), and adjacent to the football and baseball stadia, in Section 5, Township 24 North, Range 4 East, Willamette Meridian (Figure 1). Surface streets within the project include First Avenue South, Third Avenue South, Fourth Avenue South, South Royal Brougham Way, and South Atlantic Street. WSDOT has determined that the project is an undertaking and thus is subject to Section 106 of the National Historic Preservation Act, as amended.

The SR 519 project would connect the existing westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass and construct improvements at the intersection of First Avenue South and South Atlantic Street to accommodate traffic along this new route. A grade-separated crossing over the railroad tracks at South Royal Brougham Way would also be built as would stormwater improvements.

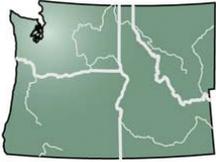
NWAA is assessing the probability for archaeological resources by reviewing a wide variety of resources including past cultural resources studies and geotechnical bore log data, ethnographic and ethnohistoric resources, historical maps and photographs, and historical documents. Records at the Washington State Department of Archaeology and Historic Preservation show no previously recorded archaeological sites within the project, although there are a number of historical buildings.

At this time we are interested to know if the Tribe has any concerns for heritage resources in or near the project. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We look forward to hearing from you regarding this project. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation being conducted by WSDOT.

Please feel free to contact me or Chris Miss by telephone or email if you have questions or comments. Thank you for your attention to this matter.

Sincerely,

Lorelea Hudson
Sr. Archaeologist/Project Manager



Northwest Archaeological Associates, Inc.

Cultural Resources Management Services
5418 20th Avenue NW, Suite 200, Seattle, WA 98107

July 9, 2007

Laura Murphy
Muckleshoot Indian Tribe
39015 172nd Avenue SE
Auburn, WA 98092

RE: SR 519 Intermodal Access Project - Phase 2
Cultural Resources Assessment

Dear Ms. Murphy,

Northwest Archaeological Associates, Inc. (NWAA) has been retained by the Washington State Department of Transportation (WSDOT), as designee for the Federal Highway Administration, to conduct a cultural resources assessment for the SR 519 Intermodal Access Project - Phase 2: Atlantic Corridor. The project is just south of downtown Seattle, east of SR 99, west of Interstate 5 (I-5), and adjacent to the football and baseball stadia, in Section 5, Township 24 North, Range 4 East, Willamette Meridian (Figure 1). Surface streets within the project include First Avenue South, Third Avenue South, Fourth Avenue South, South Royal Brougham Way, and South Atlantic Street. WSDOT has determined that the project is an undertaking and thus is subject to Section 106 of the National Historic Preservation Act, as amended.

The SR 519 project would connect the existing westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass and construct improvements at the intersection of First Avenue South and South Atlantic Street to accommodate traffic along this new route. A grade-separated crossing over the railroad tracks at South Royal Brougham Way would also be built as would stormwater improvements.

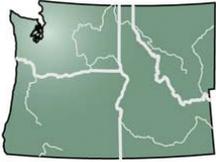
NWAA is assessing the probability for archaeological resources by reviewing a wide variety of resources including past cultural resources studies and geotechnical bore log data, ethnographic and ethnohistoric resources, historical maps and photographs, and historical documents. Records at the Washington State Department of Archaeology and Historic Preservation show no previously recorded archaeological sites within the project, although there are a number of historical buildings.

At this time we are interested to know if the Tribe has any concerns for heritage resources in or near the project. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We look forward to hearing from you regarding this project. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation being conducted by WSDOT.

Please feel free to contact me or Chris Miss by telephone or email if you have questions or comments. Thank you for your attention to this matter.

Sincerely,

Lorelea Hudson
Sr. Archaeologist/Project Manager



Northwest Archaeological Associates, Inc.

Cultural Resources Management Services
5418 20th Avenue NW, Suite 200, Seattle, WA 98107

July 9, 2007

Andrea Rodgers
Snoqualmie Tribe
Post Office Box 969
Snoqualmie, WA 98065

RE: SR 519 Intermodal Access Project - Phase 2
Cultural Resources Assessment

Dear Ms. Rodgers,

Northwest Archaeological Associates, Inc. (NWAA) has been retained by the Washington State Department of Transportation (WSDOT), as designee for the Federal Highway Administration, to conduct a cultural resources assessment for the SR 519 Intermodal Access Project - Phase 2: Atlantic Corridor. The project is just south of downtown Seattle, east of SR 99, west of Interstate 5 (I-5), and adjacent to the football and baseball stadia, in Section 5, Township 24 North, Range 4 East, Willamette Meridian (Figure 1). Surface streets within the project include First Avenue South, Third Avenue South, Fourth Avenue South, South Royal Brougham Way, and South Atlantic Street. WSDOT has determined that the project is an undertaking and thus is subject to Section 106 of the National Historic Preservation Act, as amended.

The SR 519 project would connect the existing westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass and construct improvements at the intersection of First Avenue South and South Atlantic Street to accommodate traffic along this new route. A grade-separated crossing over the railroad tracks at South Royal Brougham Way would also be built as would stormwater improvements.

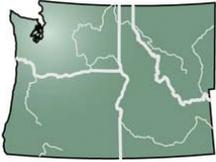
NWAA is assessing the probability for archaeological resources by reviewing a wide variety of resources including past cultural resources studies and geotechnical bore log data, ethnographic and ethnohistoric resources, historical maps and photographs, and historical documents. Records at the Washington State Department of Archaeology and Historic Preservation show no previously recorded archaeological sites within the project, although there are a number of historical buildings.

At this time we are interested to know if the Tribe has any concerns for heritage resources in or near the project. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We look forward to hearing from you regarding this project. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation being conducted by WSDOT.

Please feel free to contact me or Chris Miss by telephone or email if you have questions or comments. Thank you for your attention to this matter.

Sincerely,

Lorelea Hudson
Sr. Archaeologist/Project Manager



Northwest Archaeological Associates, Inc.

Cultural Resources Management Services
5418 20th Avenue NW, Suite 200, Seattle, WA 98107

July 9, 2007

Dennis Lewarch
Suquamish Tribe
Post Office Box 498
Suquamish, WA 98292

RE: SR 519 Intermodal Access Project - Phase 2
Cultural Resources Assessment

Dear Mr. Lewarch,

Northwest Archaeological Associates, Inc. (NWAA) has been retained by the Washington State Department of Transportation (WSDOT), as designee for the Federal Highway Administration, to conduct a cultural resources assessment for the SR 519 Intermodal Access Project - Phase 2: Atlantic Corridor. The project is just south of downtown Seattle, east of SR 99, west of Interstate 5 (I-5), and adjacent to the football and baseball stadia, in Section 5, Township 24 North, Range 4 East, Willamette Meridian (Figure 1). Surface streets within the project include First Avenue South, Third Avenue South, Fourth Avenue South, South Royal Brougham Way, and South Atlantic Street. WSDOT has determined that the project is an undertaking and thus is subject to Section 106 of the National Historic Preservation Act, as amended.

The SR 519 project would connect the existing westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass and construct improvements at the intersection of First Avenue South and South Atlantic Street to accommodate traffic along this new route. A grade-separated crossing over the railroad tracks at South Royal Brougham Way would also be built as would stormwater improvements.

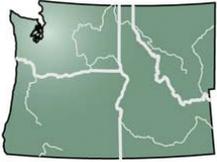
NWAA is assessing the probability for archaeological resources by reviewing a wide variety of resources including past cultural resources studies and geotechnical bore log data, ethnographic and ethnohistoric resources, historical maps and photographs, and historical documents. Records at the Washington State Department of Archaeology and Historic Preservation show no previously recorded archaeological sites within the project, although there are a number of historical buildings.

At this time we are interested to know if the Tribe has any concerns for heritage resources in or near the project. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We look forward to hearing from you regarding this project. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation being conducted by WSDOT.

Please feel free to contact me or Chris Miss by telephone or email if you have questions or comments. Thank you for your attention to this matter.

Sincerely,

Lorelea Hudson
Sr. Archaeologist/Project Manager



Northwest Archaeological Associates, Inc.

Cultural Resources Management Services
5418 20th Avenue NW, Suite 200, Seattle, WA 98107

July 9, 2007

Hank Gobin
Tulalip Indian Tribe
6410 23rd Avenue NE
Tulalip, WA 98271

RE: SR 519 Intermodal Access Project - Phase 2
Cultural Resources Assessment

Dear Mr. Gobin,

Northwest Archaeological Associates, Inc. (NWAA) has been retained by the Washington State Department of Transportation (WSDOT), as designee for the Federal Highway Administration, to conduct a cultural resources assessment for the SR 519 Intermodal Access Project - Phase 2: Atlantic Corridor. The project is just south of downtown Seattle, east of SR 99, west of Interstate 5 (I-5), and adjacent to the football and baseball stadia, in Section 5, Township 24 North, Range 4 East, Willamette Meridian (Figure 1). Surface streets within the project include First Avenue South, Third Avenue South, Fourth Avenue South, South Royal Brougham Way, and South Atlantic Street. WSDOT has determined that the project is an undertaking and thus is subject to Section 106 of the National Historic Preservation Act, as amended.

The SR 519 project would connect the existing westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass and construct improvements at the intersection of First Avenue South and South Atlantic Street to accommodate traffic along this new route. A grade-separated crossing over the railroad tracks at South Royal Brougham Way would also be built as would stormwater improvements.

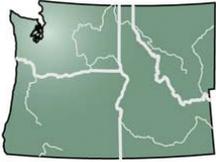
NWAA is assessing the probability for archaeological resources by reviewing a wide variety of resources including past cultural resources studies and geotechnical bore log data, ethnographic and ethnohistoric resources, historical maps and photographs, and historical documents. Records at the Washington State Department of Archaeology and Historic Preservation show no previously recorded archaeological sites within the project, although there are a number of historical buildings.

At this time we are interested to know if the Tribe has any concerns for heritage resources in or near the project. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We look forward to hearing from you regarding this project. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation being conducted by WSDOT.

Please feel free to contact me or Chris Miss by telephone or email if you have questions or comments. Thank you for your attention to this matter.

Sincerely,

Lorelea Hudson
Sr. Archaeologist/Project Manager



Northwest Archaeological Associates, Inc.

Cultural Resources Management Services
5418 20th Avenue NW, Suite 200, Seattle, WA 98107

July 9, 2007

Johnson Meninick
Yakama Nation
Post Office Box 151
Toppenish, WA 98948

RE: SR 519 Intermodal Access Project - Phase 2
Cultural Resources Assessment

Dear Mr. Meninick,

Northwest Archaeological Associates, Inc. (NWAA) has been retained by the Washington State Department of Transportation (WSDOT), as designee for the Federal Highway Administration, to conduct a cultural resources assessment for the SR 519 Intermodal Access Project - Phase 2: Atlantic Corridor. The project is just south of downtown Seattle, east of SR 99, west of Interstate 5 (I-5), and adjacent to the football and baseball stadia, in Section 5, Township 24 North, Range 4 East, Willamette Meridian (Figure 1). Surface streets within the project include First Avenue South, Third Avenue South, Fourth Avenue South, South Royal Brougham Way, and South Atlantic Street. WSDOT has determined that the project is an undertaking and thus is subject to Section 106 of the National Historic Preservation Act, as amended.

The SR 519 project would connect the existing westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass and construct improvements at the intersection of First Avenue South and South Atlantic Street to accommodate traffic along this new route. A grade-separated crossing over the railroad tracks at South Royal Brougham Way would also be built as would stormwater improvements.

NWAA is assessing the probability for archaeological resources by reviewing a wide variety of resources including past cultural resources studies and geotechnical bore log data, ethnographic and ethnohistoric resources, historical maps and photographs, and historical documents. Records at the Washington State Department of Archaeology and Historic Preservation show no previously recorded archaeological sites within the project, although there are a number of historical buildings.

At this time we are interested to know if the Tribe has any concerns for heritage resources in or near the project. If so, please contact us at your earliest convenience so these locations can be taken into account during planning. We look forward to hearing from you regarding this project. We respect any concerns the Tribe may have about sharing sensitive information with us, and we will be happy to work with you regarding these concerns. This letter is a technical inquiry and is not intended to replace government-to-government consultation being conducted by WSDOT.

Please feel free to contact me or Chris Miss by telephone or email if you have questions or comments. Thank you for your attention to this matter.

Sincerely,

Lorelea Hudson
Sr. Archaeologist/Project Manager



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2007

Honorable Cecile Hansen
Duwamish Tribe
4717 West Marginal Way
Seattle, WA 98106

Re: SR 519 INTERMODAL ACCESS PROJECT

Dear Chair Hansen:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including State ferries), and recreational/sports facilities in the downtown area.

During Phase 1 of the project, WSDOT constructed new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. This phase was open to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor option, which includes:

- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at intersections of First and Atlantic and of Atlantic and Occidental.
- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation with you as an additional consulting party pursuant to 36. CFR 800.2(c)(5). WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

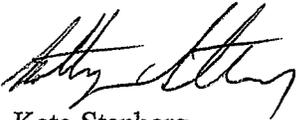
Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist

within the project's Area of Potential Effects (APE), and any key contacts, is greatly appreciated. We are also inviting comments regarding any other concerns the proposed project may raise. Please provide a response by **May 7, 2007** so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area with the highlighted areas of construction, and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Kenneth Juell WSDOT
Matthew Sterner, DAHP



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Region
Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287
FAX 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 3, 2007

Honorable Cecile Hansen
Duwamish Tribe
4717 West Marginal Way
Seattle, WA 98106

**Re: SR 519 INTERMODAL ACCESS PROJECT,
PHASE 2: ATLANTIC CORRIDOR**

Dear Chair Hansen:

Per provisions of 36CFR800.2(c)(5), the Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation on the SR 519 Intermodal Access Project. Enclosed please find the project Area of Potential Effects (APE), which was determined by Cultural Resources Specialists Connie Walker Gray and Ken Juell per 36CFR800.4(a)(1) and includes the areas of proposed construction and one tax parcel adjacent to the work areas, the latter to consider any indirect project effects.

The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including Washington State ferries), and recreational/sports facilities in the downtown area. This current project is actually Phase 2 of the SR 519 Intermodal Access Project.

During Phase 1, WSDOT constructed the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. Phase 1 connections opened to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor design, which includes:

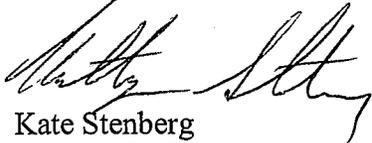
- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at two intersections: First Avenue and South Atlantic Street and South Atlantic Street and Occidental Street.

- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

The APE is located in Township 24N, Range 4E, Section 05, and includes the proposed construction areas where ground disturbance is possible and the tax parcels adjacent to the work areas. The project area overlaps with some large tax parcels to the north and south, associated with the Public Facilities District, Public Stadium Authority, Burlington Northern Santa Fe Railway, King County, and other private land owners. Where parcels are very large, the APE includes only the first building along the street and the lot portion between the building and work areas, but omits the more distant portion of the parcel. The vertical APE includes the entire depth of planned construction disturbance where confined to fill and Holocene deposits, or the entire depositional sequence above glacial sediments that consists of Holocene estuarine deposits and imported fill resting on the historic tide flats. The Holocene and fill deposits are approximately 40 feet thick, based on geotechnical bores acquired during multiple previous projects in the area.

Your timely response to this letter, commenting on our determination of the project's Area of Potential Effects (APE), is greatly appreciated. Please provide a response by August 5th, so that we may discuss your comments. Should you have any questions about this project, you may contact me at 206-382-5279 or stenbek@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Ken Juell, WSDOT
Don Seeberger, WSDOT
Sandie Turner, WSDOT
Matthew Sterner, DAHP

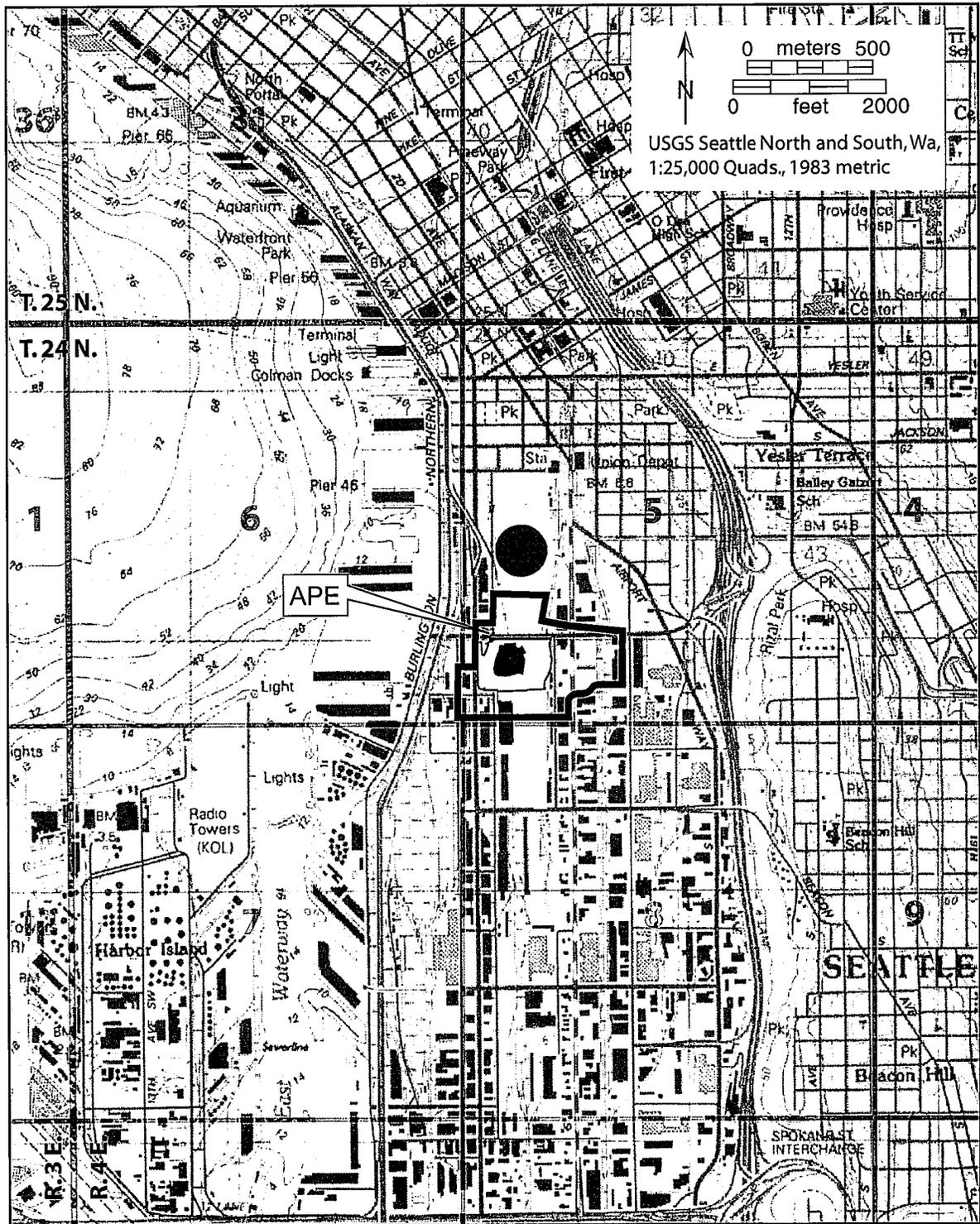


Figure 1. SR 519 area of potential effects (APE).

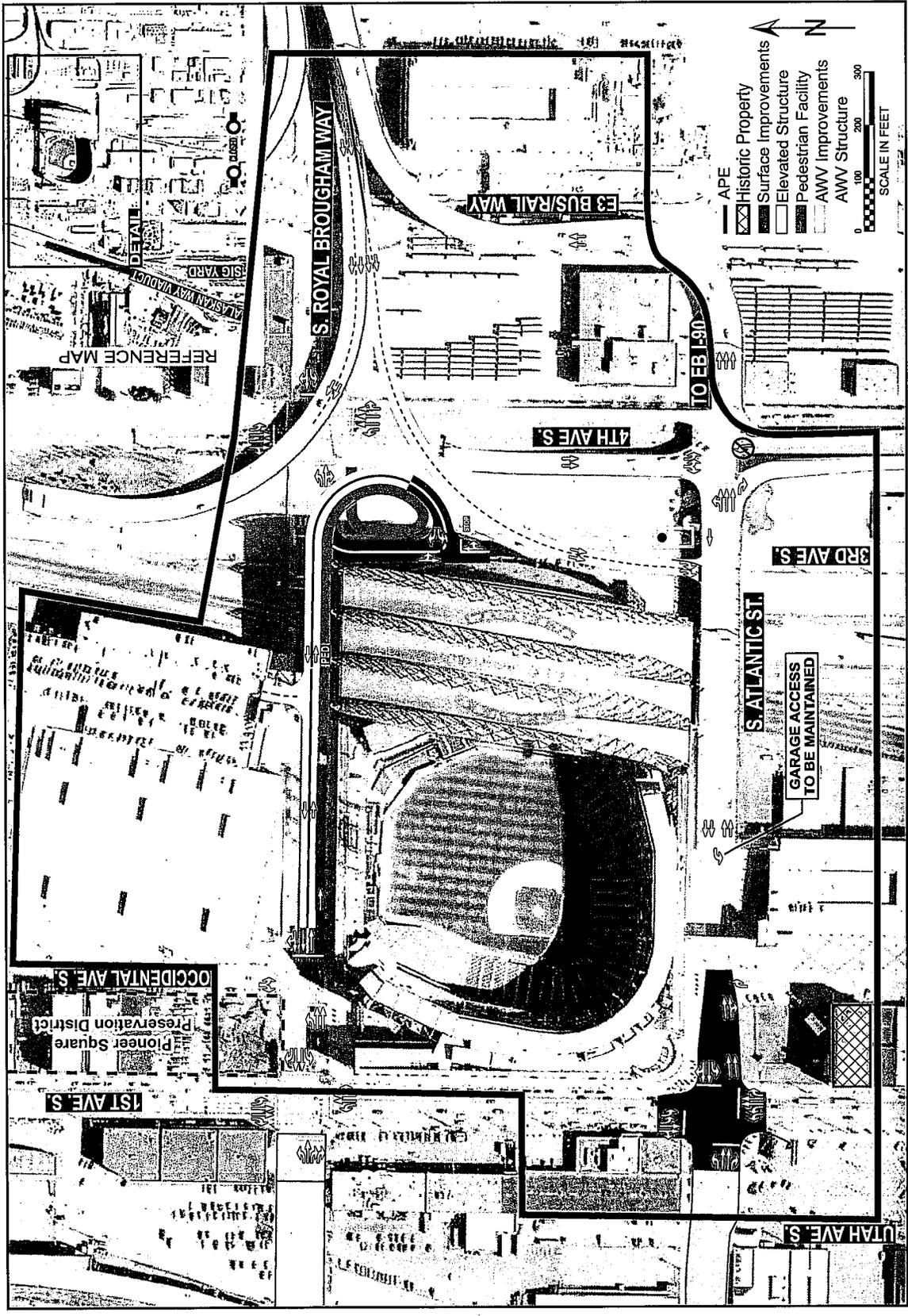


Figure 2. SR-519 APE.



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2007

Honorable John Daniels, Jr.
Muckleshoot Indian Tribe
39015 172nd Ave SE,
Auburn, WA 98092

Re: SR 519 INTERMODAL ACCESS PROJECT

Dear Chair Daniels:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including State ferries), and recreational/sports facilities in the downtown area.

During Phase 1 of the project, WSDOT constructed new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. This phase was open to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor option, which includes:

- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at intersections of First and Atlantic and of Atlantic and Occidental.
- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

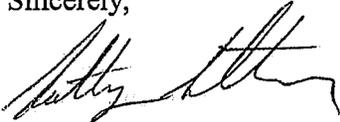
In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36. CFR 800.2(c)(4). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by **May 7, 2007** so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area with the highlighted areas of construction, and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Kenneth Juell, WSDOT
Matthew Sterner, DAHP
Laura Murphy, Muckleshoot Tribe



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Region
Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287
FAX 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 3, 2007

Laura Murphy
Muckleshoot Indian Tribe
39015 172nd Ave SE,
Auburn, WA 98092

**Re: SR 519 INTERMODAL ACCESS PROJECT,
PHASE 2: ATLANTIC CORRIDOR**

Dear Ms. Murphy:

Per provisions of 36CFR800.2(c)(2), the Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation on the SR 519 Intermodal Access Project. Enclosed please find the project Area of Potential Effects (APE), which was determined by Cultural Resources Specialists Connie Walker Gray and Ken Juell per 36CFR800.4(a)(1) and includes the areas of proposed construction and one tax parcel adjacent to the work areas, the latter to consider any indirect project effects.

The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including Washington State ferries), and recreational/sports facilities in the downtown area. This current project is actually Phase 2 of the SR 519 Intermodal Access Project.

During Phase 1, WSDOT constructed the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. Phase 1 connections opened to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor design, which includes:

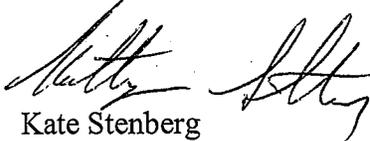
- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at two intersections: First Avenue and South Atlantic Street and South Atlantic Street and Occidental Street.

- o Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

The APE is located in Township 24N, Range 4E, Section 05, and includes the proposed construction areas where ground disturbance is possible and the tax parcels adjacent to the work areas. The project area overlaps with some large tax parcels to the north and south, associated with the Public Facilities District, Public Stadium Authority, Burlington Northern Santa Fe Railway, King County, and other private land owners. Where parcels are very large, the APE includes only the first building along the street and the lot portion between the building and work areas, but omits the more distant portion of the parcel. The vertical APE includes the entire depth of planned construction disturbance where confined to fill and Holocene deposits, or the entire depositional sequence above glacial sediments that consists of Holocene estuarine deposits and imported fill resting on the historic tide flats. The Holocene and fill deposits are approximately 40 feet thick, based on geotechnical bores acquired during multiple previous projects in the area.

Your timely response to this letter, commenting on our determination of the project's Area of Potential Effects (APE), is greatly appreciated. Please provide a response by August 5th, so that we may discuss your comments. Should you have any questions about this project, you may contact me at 206-382-5279 or stenbek@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Ken Juell, WSDOT
Don Seeberger, WSDOT
Sandie Turner, WSDOT
Matthew Sterner, DAHP

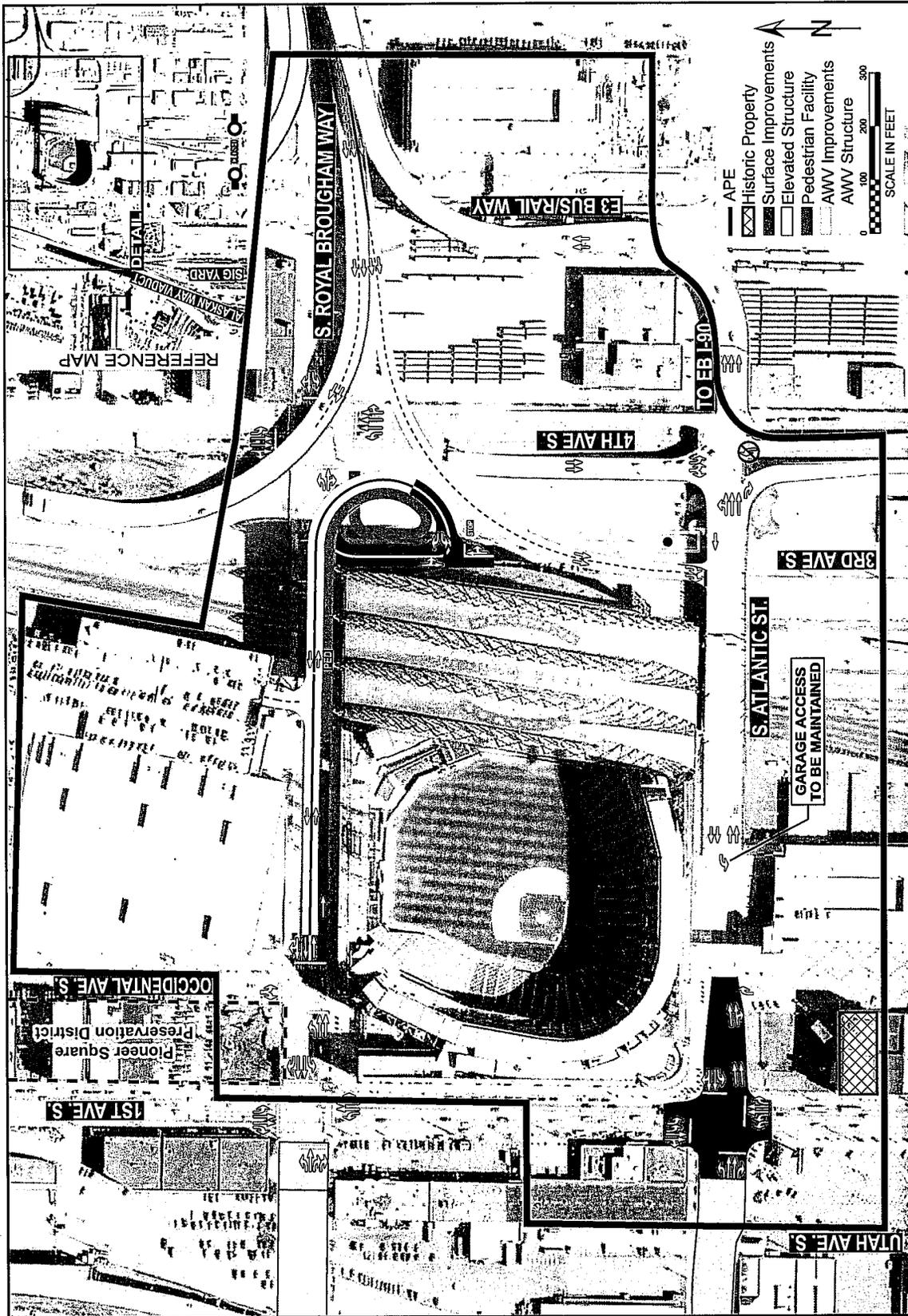


Figure 2. SR-519 APE.



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2007

Honorable Bill T. Sweet
Snoqualmie Tribe
P.O. Box 969
Snoqualmie, WA 98065

Re: SR 519 INTERMODAL ACCESS PROJECT

Dear Chair Sweet:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including State ferries), and recreational/sports facilities in the downtown area.

During Phase 1 of the project, WSDOT constructed new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. This phase was open to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor option, which includes:

- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at intersections of First and Atlantic and of Atlantic and Occidental.
- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36. CFR 800.2(c)(4). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by **May 7, 2007** so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area with the highlighted areas of construction, and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

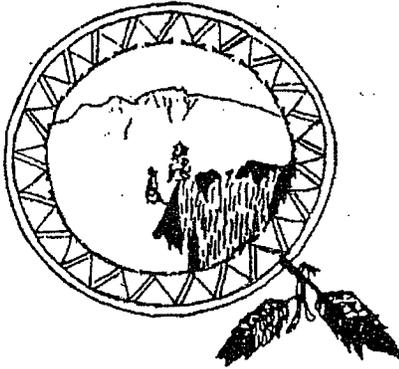
Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Kenneth Juell WSDOT
Matthew Sterner, DAHP
Andrea Rodgers, Snoqualmie Tribe
Karen Suyama, Snoqualmie Tribe



SNOQUALMIE TRIBE

8130 Railroad Ave. Ste. 103

PO Box 969

Snoqualmie, WA 98065

Phone: 425-888-6551

Fax: 425-888-6727

E-Mail: Snoqualmie1855@snoqualmiation.com

April 24, 2007

Kate Stenberg
WSDOT Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104

Re: SR 519 Intermodal Access Project

Dear Ms. Stenberg,

We would like to express our interest and desire to participate as a consulting party in the above-named project. Please address all future correspondence regarding this project to the following:

Andrea Rodgers, Transportation
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

In the interest of saving paper, there is no need to send more than one copy at this stage of the process. We will advise you if other Tribal staff members should receive particular materials at a later date. Thank you and we look forward to working with you as this project progresses.

Sincerely,

Andrea K. Rodgers



Tribal Chairman: Bill T. Sweet, Vice-Chairman: Mary Anne Hinzman, Secretary: Arlene Ventura, Treasurer: Margaret A. Mullen, Lifetime Council: Katherine Barker, Council: Ray Mullen, Elsie Erickson, Frances K. De Los Angeles, Nina Repin, Vyonda Juanita Rose Sub Chief: Nathan (Pat) Barker, Chief: Jerry Enick. Alternates: Shelley Burch, Robert Hinzman



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Region
Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104

206-382-5287
FAX 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 3, 2007

Andrea Rodgers
Snoqualmie Tribe
P.O. Box 969
Snoqualmie, WA 98065

**Re: SR 519 INTERMODAL ACCESS PROJECT,
PHASE 2: ATLANTIC CORRIDOR**

Dear Ms. Rodgers:

Per provisions of 36CFR800.2(c)(2), the Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation on the SR 519 Intermodal Access Project. Enclosed please find the project Area of Potential Effects (APE), which was determined by Cultural Resources Specialists Connie Walker Gray and Ken Juell per 36CFR800.4(a)(1) and includes the areas of proposed construction and one tax parcel adjacent to the work areas, the latter to consider any indirect project effects.

The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including Washington State ferries), and recreational/sports facilities in the downtown area. This current project is actually Phase 2 of the SR 519 Intermodal Access Project.

During Phase 1, WSDOT constructed the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. Phase 1 connections opened to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor design, which includes:

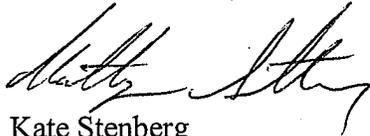
- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at two intersections: First Avenue and South Atlantic Street and South Atlantic Street and Occidental Street.

- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

The APE is located in Township 24N, Range 4E, Section 05, and includes the proposed construction areas where ground disturbance is possible and the tax parcels adjacent to the work areas. The project area overlaps with some large tax parcels to the north and south, associated with the Public Facilities District, Public Stadium Authority, Burlington Northern Santa Fe Railway, King County, and other private land owners. Where parcels are very large, the APE includes only the first building along the street and the lot portion between the building and work areas, but omits the more distant portion of the parcel. The vertical APE includes the entire depth of planned construction disturbance where confined to fill and Holocene deposits, or the entire depositional sequence above glacial sediments that consists of Holocene estuarine deposits and imported fill resting on the historic tide flats. The Holocene and fill deposits are approximately 40 feet thick, based on geotechnical bores acquired during multiple previous projects in the area.

Your timely response to this letter, commenting on our determination of the project's Area of Potential Effects (APE), is greatly appreciated. Please provide a response by August 5th, so that we may discuss your comments. Should you have any questions about this project, you may contact me at 206-382-5279 or stenbek@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Ken Juell, WSDOT
Don Seeberger, WSDOT
Sandie Turner, WSDOT
Matthew Sterner, DAHP

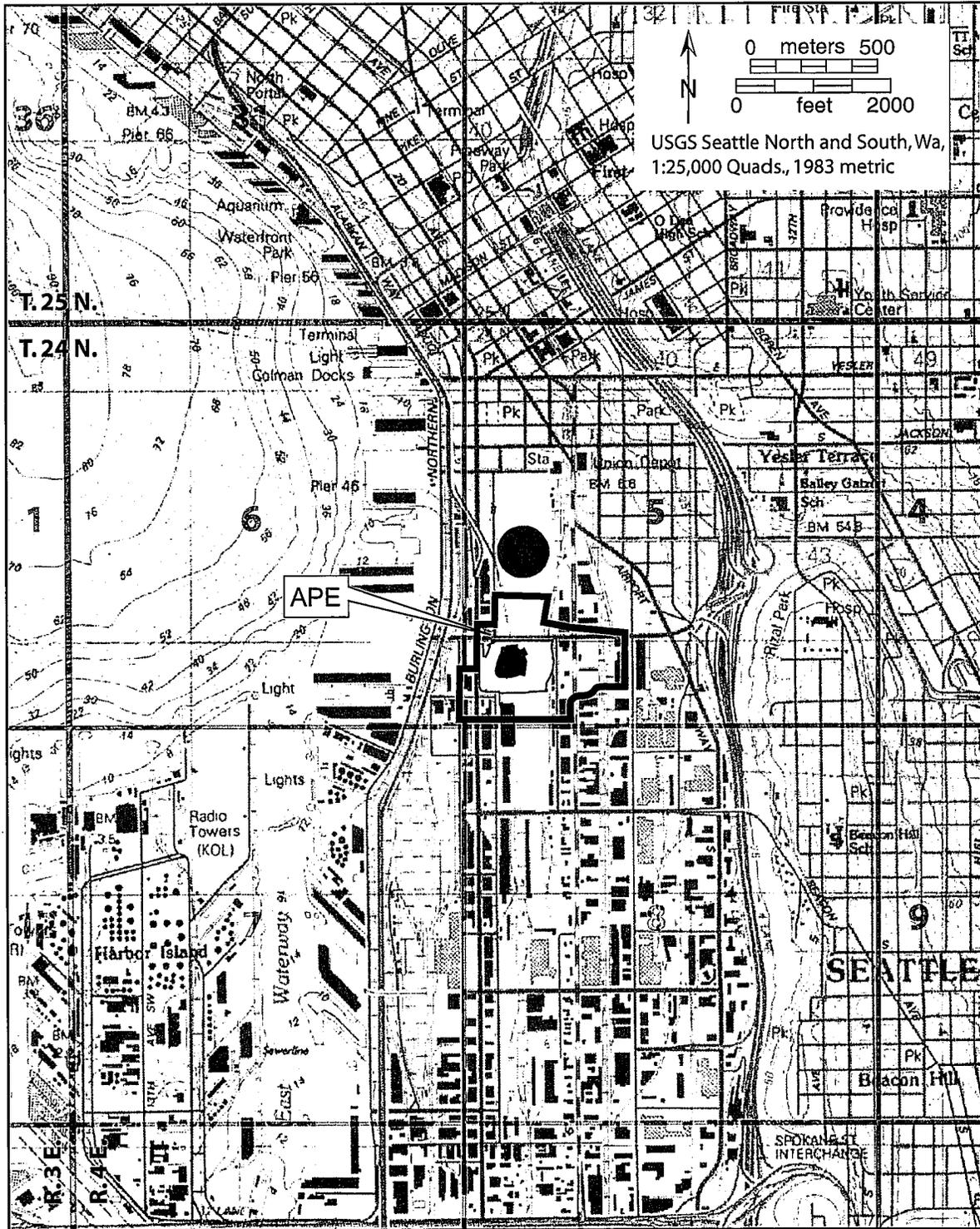


Figure 1. SR 519 area of potential effects (APE).

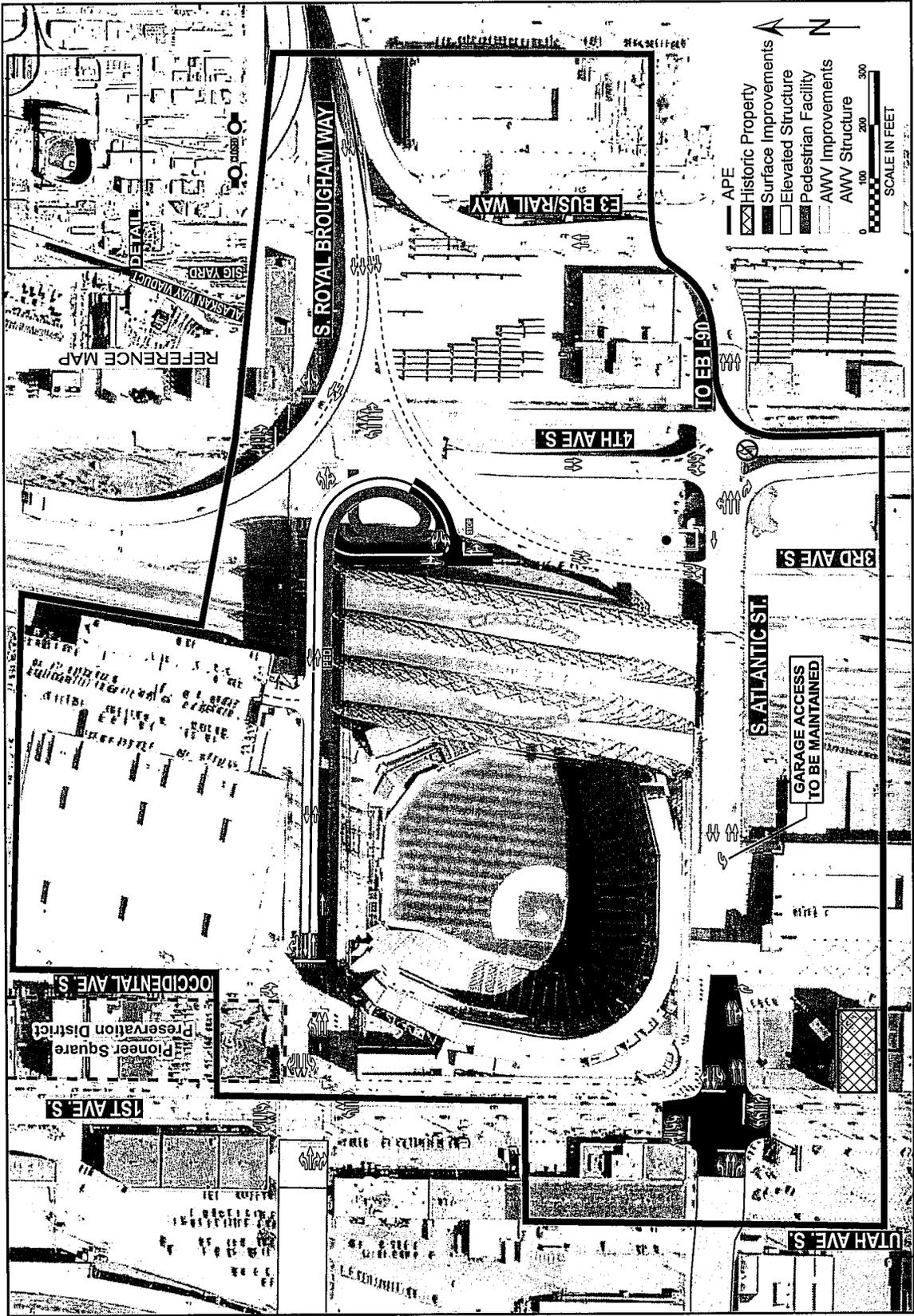


Figure 2. SR-519 APE.



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2007

Honorable Leonard Forsman
Suquamish Tribe
P.O. Box 498
Suquamish, WA 98292

Re: SR 519 INTERMODAL ACCESS PROJECT

Dear Chair Forsman:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including State ferries), and recreational/sports facilities in the downtown area.

During Phase 1 of the project, WSDOT constructed new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. This phase was open to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor option, which includes:

- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at intersections of First and Atlantic and of Atlantic and Occidental.
- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36. CFR 800.2(c)(4). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by **May 7, 2007** so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area with the highlighted areas of construction, and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Kenneth Juell WSDOT
Matthew Sterner, DAHP
Dennis Lewarch, Suquamish Tribe



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Region
Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287
FAX 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 3, 2007

Dennis Lewarch
Suquamish Tribe
P.O. Box 498
Suquamish, WA 98292

**Re: SR 519 INTERMODAL ACCESS PROJECT,
PHASE 2: ATLANTIC CORRIDOR**

Dear Mr. Lewarch:

Per provisions of 36CFR800.2(c)(2), the Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation on the SR 519 Intermodal Access Project. Enclosed please find the project Area of Potential Effects (APE), which was determined by Cultural Resources Specialists Connie Walker Gray and Ken Juell per 36CFR800.4(a)(1) and includes the areas of proposed construction and one tax parcel adjacent to the work areas, the latter to consider any indirect project effects.

The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including Washington State ferries), and recreational/sports facilities in the downtown area. This current project is actually Phase 2 of the SR 519 Intermodal Access Project.

During Phase 1, WSDOT constructed the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. Phase 1 connections opened to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor design, which includes:

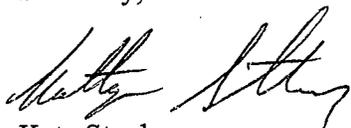
- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at two intersections: First Avenue and South Atlantic Street and South Atlantic Street and Occidental Street.

- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

The APE is located in Township 24N, Range 4E, Section 05, and includes the proposed construction areas where ground disturbance is possible and the tax parcels adjacent to the work areas. The project area overlaps with some large tax parcels to the north and south, associated with the Public Facilities District, Public Stadium Authority, Burlington Northern Santa Fe Railway, King County, and other private land owners. Where parcels are very large, the APE includes only the first building along the street and the lot portion between the building and work areas, but omits the more distant portion of the parcel. The vertical APE includes the entire depth of planned construction disturbance where confined to fill and Holocene deposits, or the entire depositional sequence above glacial sediments that consists of Holocene estuarine deposits and imported fill resting on the historic tide flats. The Holocene and fill deposits are approximately 40 feet thick, based on geotechnical bores acquired during multiple previous projects in the area.

Your timely response to this letter, commenting on our determination of the project's Area of Potential Effects (APE), is greatly appreciated. Please provide a response by August 5th, so that we may discuss your comments. Should you have any questions about this project, you may contact me at 206-382-5279 or stenbek@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Ken Juell, WSDOT
Don Seeberger, WSDOT
Sandie Turner, WSDOT
Matthew Sterner, DAHP

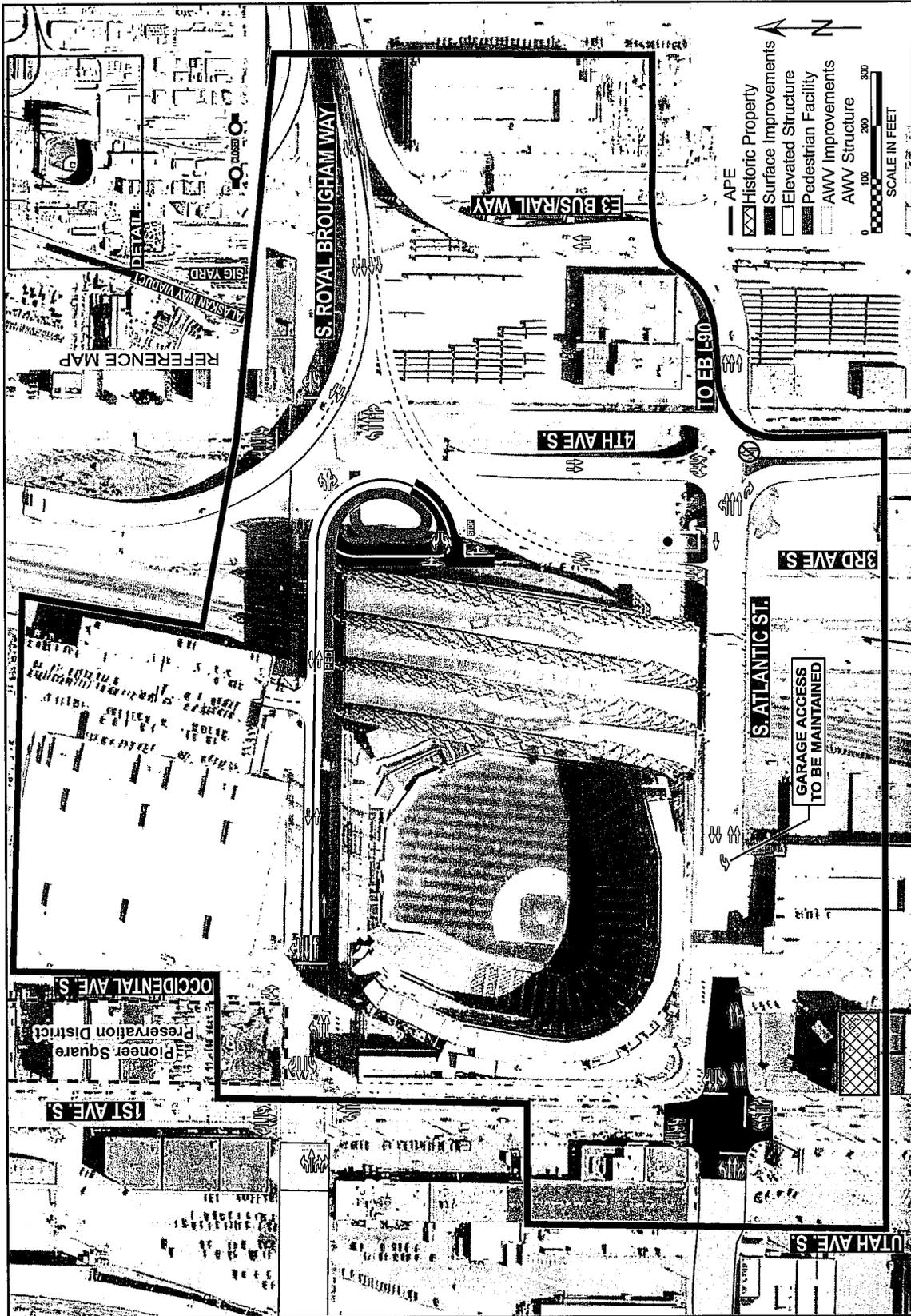


Figure 2. SR-519 APE.



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2007

Honorable Stanley G. Jones, Sr.
Tulalip Tribes
6700 Totem Beach Rd,
Marysville, WA 98271

Re: SR 519 INTERMODAL ACCESS PROJECT

Dear Chair Jones:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including State ferries), and recreational/sports facilities in the downtown area.

During Phase 1 of the project, WSDOT constructed new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. This phase was open to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor option, which includes:

- o Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- o Improvements at intersections of First and Atlantic and of Atlantic and Occidental.
- o Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36. CFR 800.2(c)(4). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by **May 7, 2007** so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area with the highlighted areas of construction, and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Kenneth Juell WSDOT
Matthew Sterner, DAHP
Hank Gobin, Tulalip Tribes



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Region
Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287
FAX 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 3, 2007

Hank Gobin
Tulalip Tribes
6410 23rd Avenue NE
Tulalip, WA 98271

**Re: SR 519 INTERMODAL ACCESS PROJECT,
PHASE 2: ATLANTIC CORRIDOR**

Dear Mr. Gobin:

Per provisions of 36CFR800.2(c)(2), the Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation on the SR 519 Intermodal Access Project. Enclosed please find the project Area of Potential Effects (APE), which was determined by Cultural Resources Specialists Connie Walker Gray and Ken Juell per 36CFR800.4(a)(1) and includes the areas of proposed construction and one tax parcel adjacent to the work areas, the latter to consider any indirect project effects.

The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including Washington State ferries), and recreational/sports facilities in the downtown area. This current project is actually Phase 2 of the SR 519 Intermodal Access Project.

During Phase 1, WSDOT constructed the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. Phase 1 connections opened to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor design, which includes:

- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at two intersections: First Avenue and South Atlantic Street and South Atlantic Street and Occidental Street.

- o Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

The APE is located in Township 24N, Range 4E, Section 05, and includes the proposed construction areas where ground disturbance is possible and the tax parcels adjacent to the work areas. The project area overlaps with some large tax parcels to the north and south, associated with the Public Facilities District, Public Stadium Authority, Burlington Northern Santa Fe Railway, King County, and other private land owners. Where parcels are very large, the APE includes only the first building along the street and the lot portion between the building and work areas, but omits the more distant portion of the parcel. The vertical APE includes the entire depth of planned construction disturbance where confined to fill and Holocene deposits, or the entire depositional sequence above glacial sediments that consists of Holocene estuarine deposits and imported fill resting on the historic tide flats. The Holocene and fill deposits are approximately 40 feet thick, based on geotechnical bores acquired during multiple previous projects in the area.

Your timely response to this letter, commenting on our determination of the project's Area of Potential Effects (APE), is greatly appreciated. Please provide a response by August 5th, so that we may discuss your comments. Should you have any questions about this project, you may contact me at 206-382-5279 or stenbek@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Ken Juell, WSDOT
Don Seeberger, WSDOT
Sandie Turner, WSDOT
Matthew Sterner, DAHP

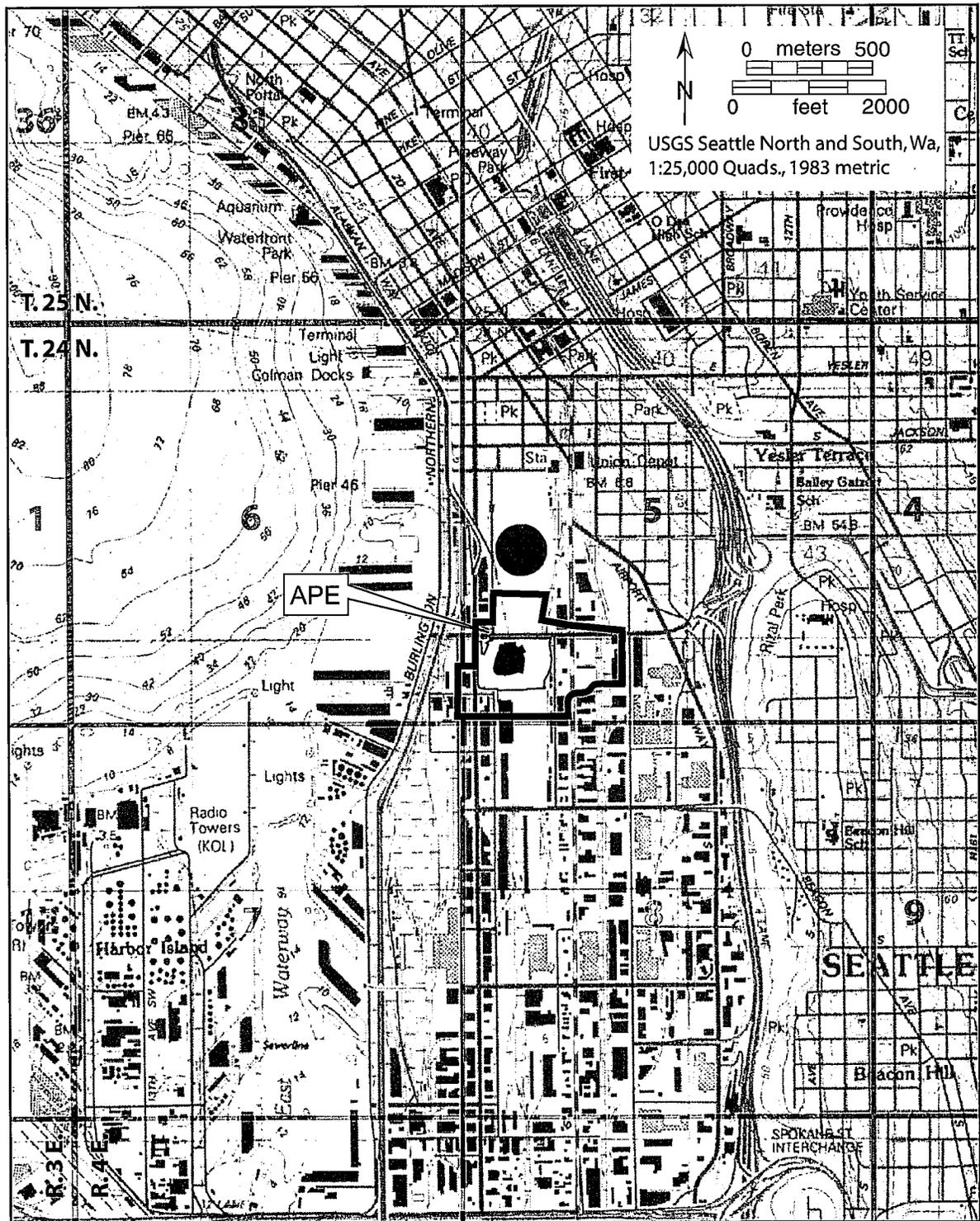


Figure 1. SR 519 area of potential effects (APE).

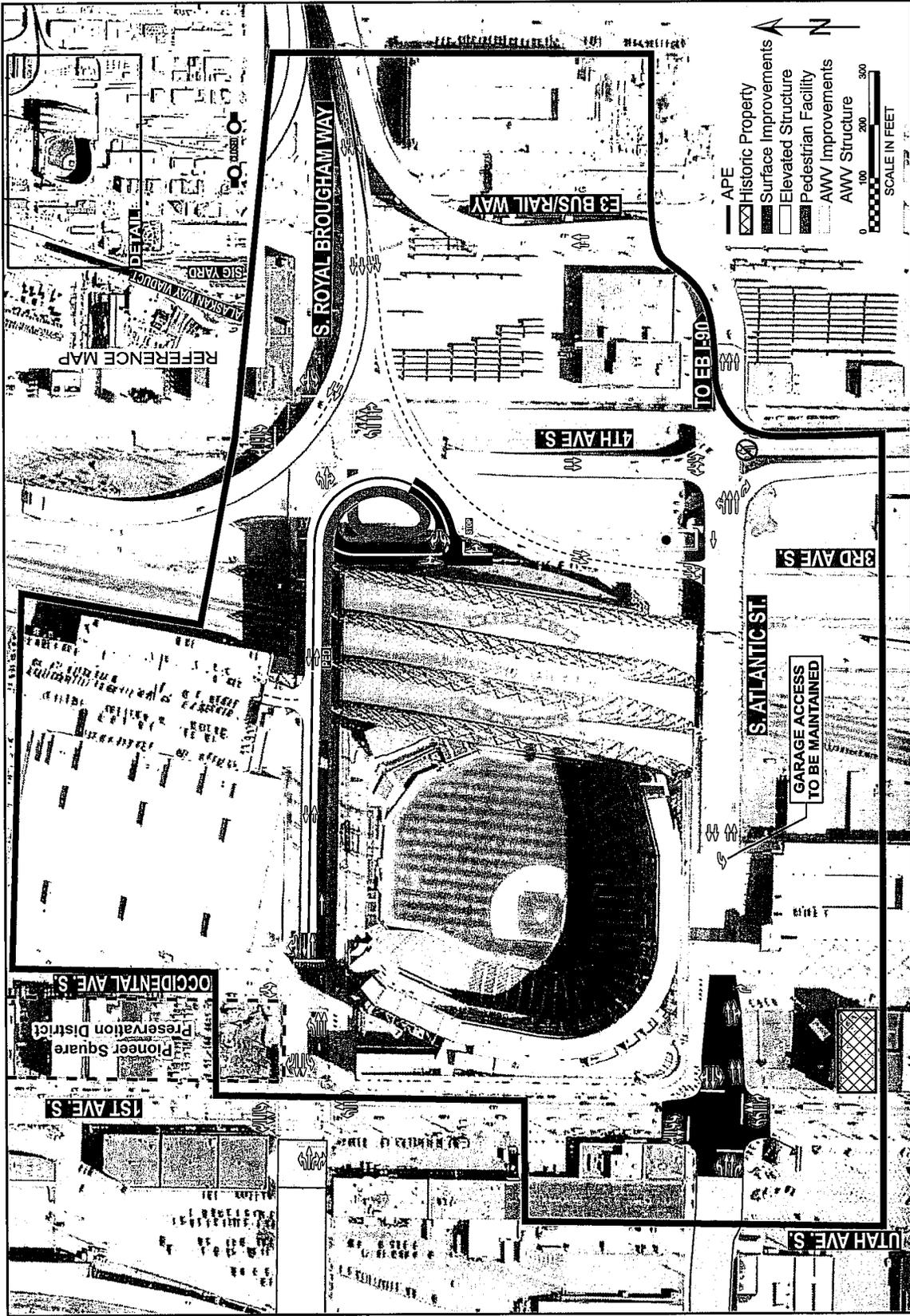


Figure 2. SR-519 APE.



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2007

Honorable Lavina Washines
Yakama Nation
P.O. Box 151
Toppenish, WA 98948

Re: SR 519 INTERMODAL ACCESS PROJECT

Dear Chair Washines:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including State ferries), and recreational/sports facilities in the downtown area.

During Phase 1 of the project, WSDOT constructed new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. This phase was open to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor option, which includes:

- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at intersections of First and Atlantic and of Atlantic and Occidental.
- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36. CFR 800.2(c)(4). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by **May 7, 2007** so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area with the highlighted areas of construction, and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Kenneth Juell WSDOT
Matthew Sterner, DAHP
Kate Valdez, Yakama Nation
Johnson Meninick, Yakama Nation



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Region
Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287
FAX 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 3, 2007

Johnson Meninick
Yakama Nation
P.O. Box 151
Toppenish, WA 98948

**Re: SR 519 INTERMODAL ACCESS PROJECT,
PHASE 2: ATLANTIC CORRIDOR**

Dear Mr. Meninick:

Per provisions of 36CFR800.2(c)(2), the Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is continuing consultation on the SR 519 Intermodal Access Project. Enclosed please find the project Area of Potential Effects (APE), which was determined by Cultural Resources Specialists Connie Walker Gray and Ken Juell per 36CFR800.4(a)(1) and includes the areas of proposed construction and one tax parcel adjacent to the work areas, the latter to consider any indirect project effects.

The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including Washington State ferries), and recreational/sports facilities in the downtown area. This current project is actually Phase 2 of the SR 519 Intermodal Access Project.

During Phase 1, WSDOT constructed the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. Phase 1 connections opened to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor design, which includes:

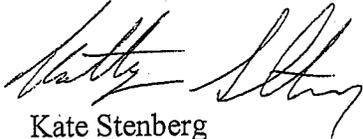
- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at two intersections: First Avenue and South Atlantic Street and South Atlantic Street and Occidental Street.

- o Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

The APE is located in Township 24N, Range 4E, Section 05, and includes the proposed construction areas where ground disturbance is possible and the tax parcels adjacent to the work areas. The project area overlaps with some large tax parcels to the north and south, associated with the Public Facilities District, Public Stadium Authority, Burlington Northern Santa Fe Railway, King County, and other private land owners. Where parcels are very large, the APE includes only the first building along the street and the lot portion between the building and work areas, but omits the more distant portion of the parcel. The vertical APE includes the entire depth of planned construction disturbance where confined to fill and Holocene deposits, or the entire depositional sequence above glacial sediments that consists of Holocene estuarine deposits and imported fill resting on the historic tide flats. The Holocene and fill deposits are approximately 40 feet thick, based on geotechnical bores acquired during multiple previous projects in the area.

Your timely response to this letter, commenting on our determination of the project's Area of Potential Effects (APE), is greatly appreciated. Please provide a response by August 5th, so that we may discuss your comments. Should you have any questions about this project, you may contact me at 206-382-5279 or stenbek@wsdot.wa.gov.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Ken Juell, WSDOT
Don Seeberger, WSDOT
Sandie Turner, WSDOT
Matthew Sterner, DAHP
Kate Valdez, Yakama Nation

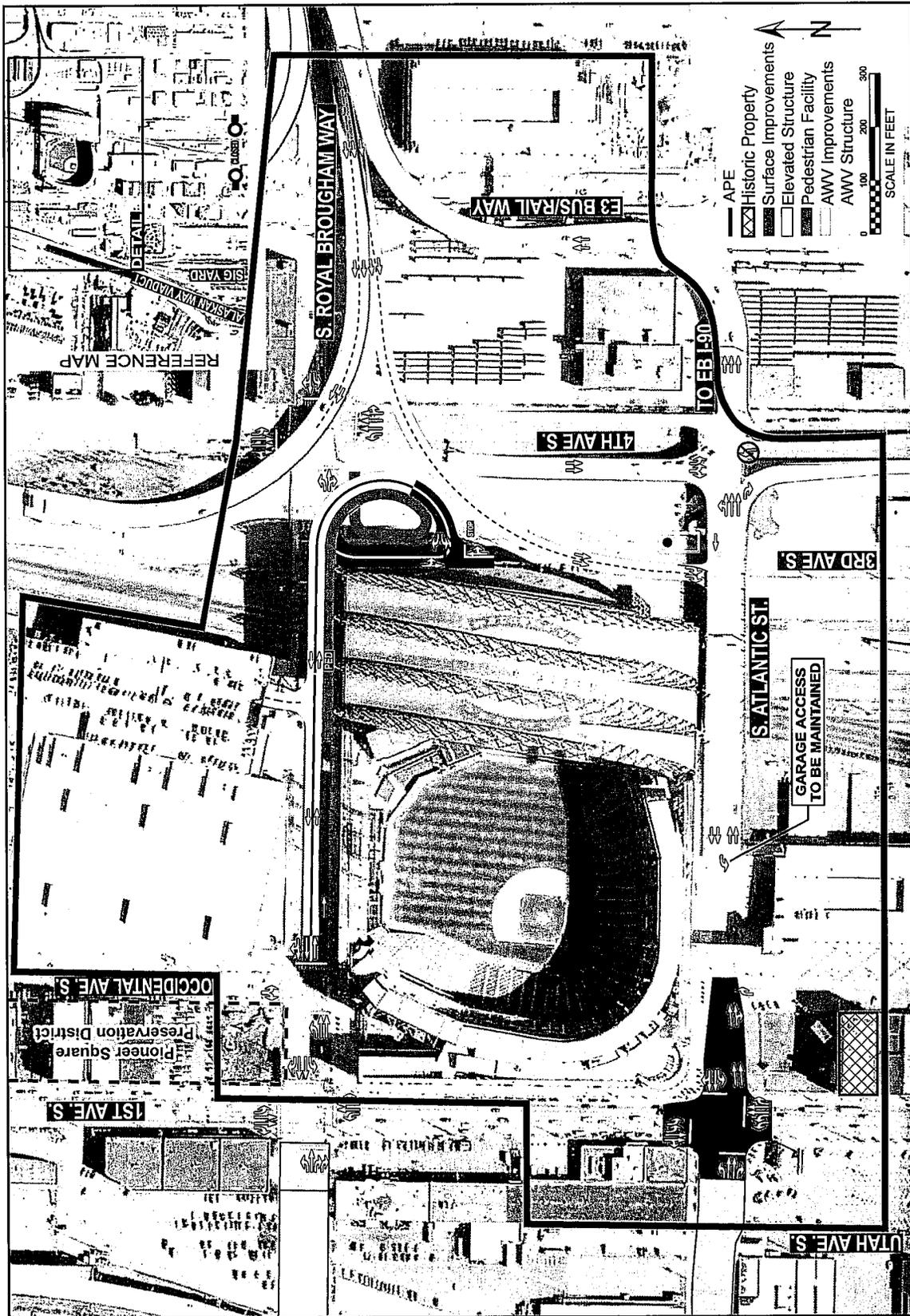


Figure 2. SR-519 APE.



Washington State
Department of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 400
Seattle, WA 98104
206-464-1236/Fax 206-716-1101
www.wsdot.wa.gov

July 2, 2007

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

**Re: SR 519 INTERMODAL ACCESS PROJECT,
PHASE 2: ATLANTIC CORRIDOR**

Dear Dr. Brooks:

Per provisions of 36CFR800.3(a), the Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety by improving connections between I-5/I-90, the Port of Seattle, waterfront commercial interests (including Washington State ferries), and recreational/sports facilities in the downtown area. In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, the WSDOT is initiating formal Section 106 consultation per 36CFR800.2(c)1. WSDOT will be directly managing the cultural resources studies and carrying out this undertaking. The APE, determined by Cultural Resources Specialists Connie Walker Gray and myself per 36CFR800.4(a)(1), includes the areas of proposed construction and one tax parcel adjacent to the work areas, the latter to consider any indirect project effects.

This current project is actually Phase 2 of the SR 519 Intermodal Access Project. During Phase 1, WSDOT constructed the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and an overpass to separate road and rail traffic. The new connections increased safety and improved access to Port of Seattle, waterfront, and stadium areas for freight, ferry, and event traffic. Phase 1 connections opened to traffic in spring 2004.

The purpose of Phase 2 of the project is to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. As part of the environmental assessment (EA), WSDOT will evaluate the Atlantic Corridor design, which includes:

- Westbound off-ramp from I-5 to I-90 to the current South Atlantic Street overpass.
- Improvements at two intersections: First Avenue and South Atlantic Street and South Atlantic Street and Occidental Street.
- Grade-separated crossings for both vehicles and pedestrians at South Royal Brougham Way.

Enclosed please find the project Area of Potential Effects (APE) on two maps. The APE is located in Township 24N, Range 4E, Section 05, and includes the proposed construction areas where ground disturbance is possible and the tax parcels adjacent to the work areas. The project area overlaps with some large tax parcels to the north and south, associated with the Public Facilities District, Public Stadium Authority, Burlington Northern Santa Fe Railway, King County, and other private land owners. Where parcels are very large, the APE includes only the occupying building and the lot portion between the building and work areas, but omits the more distant portion of the parcel. The vertical APE includes the entire depth of planned construction disturbance where confined to fill and Holocene deposits, or the entire depositional sequence above glacial sediments that consists of Holocene estuarine deposits and imported fill resting on the historic tide flats. The Holocene and fill deposits are approximately 40 feet thick, based on geotechnical bores acquired during multiple previous projects in the area.

Your timely response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, and in commenting on our determination of the project's Area of Potential Effects (APE), is greatly appreciated. We are also inviting comments on the proposed project from the identified concerned tribes, including the Muckleshoot Indian Tribe, the Suquamish Tribe, the Snoqualmie Tribe, the Tulalip Tribes, and the Yakama Nation, and the non-federally recognized Duwamish Tribe. Should you have any questions about this project, you may contact me at 206-464-1236 or juellk@wsdot.wa.gov, Connie Gray at 206-716-1138 or grayc@wsdot.wa.gov, or Kate Stenberg, Project Environmental Manager at 206-382-5279 or stenbek@wsdot.wa.gov.

Sincerely,



Kenneth E. Juell
Cultural Resources Specialist

Enclosures

Cc: Steve Boch, FHWA
Kate Stenberg, WSDOT
Don Seeberger, WSDOT
Sandie Turner, WSDOT



Figure 2. SR-519 APE.

Appendix B: Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps. Digital Sanborn Maps, 1867-1970. The Sanborn Map Company, Sanborn Library, LLC. ProQuest Information and Learning Company. <http://sanborn.umi.com/>.

Sanborn Fire Insurance Map Key, 1904

KEY

(C.B)	Hollow concrete or cement block construction.	Wall 1st ONLY	Wall 1st no opening through it
NUMBER OF STORIES 4 SLATE OR METAL ROOF 9	Fire proof construction.	Wall 1st ONLY	" " with openings
COMPOSITION ROOF 8 SHINGLE ROOF 7	Iron building	<input type="checkbox"/> SKYLIGHT LIGHTING TOP STORY ONLY	Fire wall, 6 inches above roof
FRAME PARTITION 6	Brick building with brick or metal cornice	2 SKYLIGHT LIGHTING TWO STORIES	" " 12 " " "
FRAME 5 FEET ABOVE ROOF 5	" " " frame "	3 SKYLIGHT LIGHTING THREE STORIES	" " 18 " " "
THREE STORIES AND BASEMENT 3B	" " " stone front	W.H.2 WELL HOLE TWO STORIES	" " 24 " " "
THICKNESS OF WALL IN INCHES 5	" " " iron "	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Opening in division wall
CRACKED WALL 4	" " " frame side	<input type="checkbox"/> SKYLIGHT WIRE NETTED	" with iron door
FRENCH ROOF FRONT 4	House on roof, three sides frame	<input type="checkbox"/> SKYLIGHT WIRE NETTED	" " standard steel vault doors
HEIGHT OF BUILDING 4	" " " all " "	<input type="checkbox"/> SKYLIGHT WIRE NETTED	" " tin clad doors
V.P. VERTICAL PIPE 4	Brick special	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Windows with iron shutters
F.P. FORCE PUMP 4	" " with frame side	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Window opening in first story
FRENCH ROOF 4	Frame building	<input type="checkbox"/> SKYLIGHT WIRE NETTED	" " " second "
S STORE 4	" " iron clad	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Windows " " 2 ^d and 3 ^d stories
F FLAT 4	" special	<input type="checkbox"/> SKYLIGHT WIRE NETTED	" " " 2 ^d " 4 th "
D DWELLING 4	Adobe building	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Stable
<input type="checkbox"/> BRICK <input type="checkbox"/> IRON	Chimneys	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Horizontal steam boilers.
<input type="checkbox"/> IRON	(5) Elevation	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Vertical steam boiler
<input type="checkbox"/> IRON	Iron chimney, 50ft high, with spark arrester	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Water pipes
(All buildings on which chimney marks are not shown, have standard chimneys)		<input type="checkbox"/> SKYLIGHT WIRE NETTED	Single hydrant
T.C. = Terre Cotta chimney	(FA) Fire alarm Box	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Double "
C. Bl. C. = Concrete block chimney	(AS) Automatic sprinklers	<input type="checkbox"/> SKYLIGHT WIRE NETTED	Reference to adjoining sheet
C.C. = non standard concrete "		<input type="checkbox"/> SKYLIGHT WIRE NETTED	
P.C. = Patent Chimney S.P. = Stove Pipe		<input type="checkbox"/> SKYLIGHT WIRE NETTED	
+ Fire engine house as shown on key map		<input type="checkbox"/> SKYLIGHT WIRE NETTED	

Counting from left to right looking toward building dot represents opening

Stable

Vertical steam boiler

Horizontal steam boilers.

Water pipes

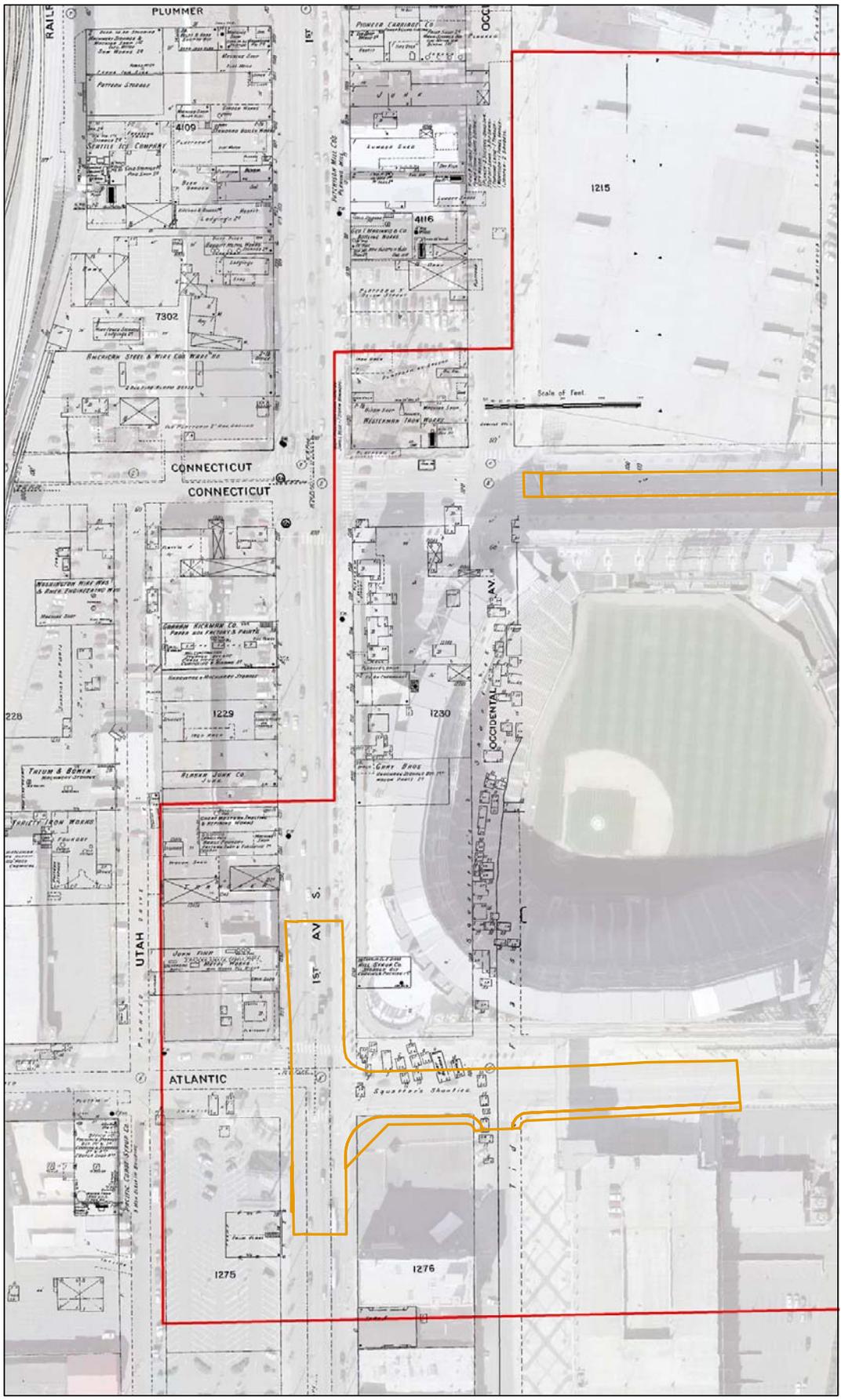
Single hydrant

Double "

Reference to adjoining sheet

27

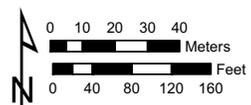
(REV)



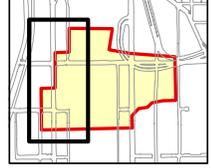
Map 1: 1904 Sanborn Map over modern air photo.

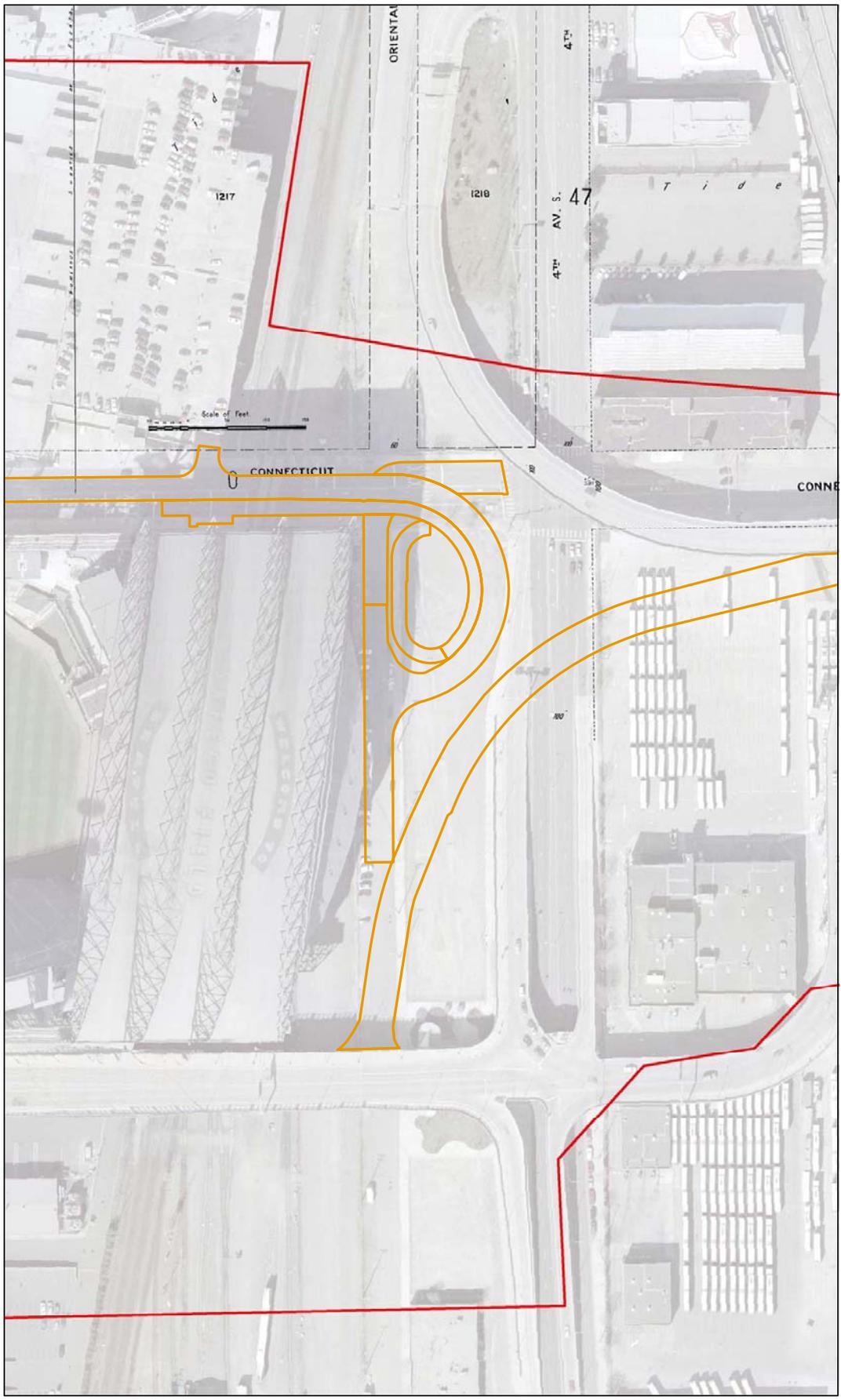
Legend

- Project Area
- APE



Key Map:

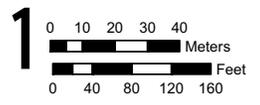




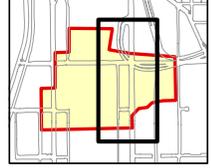
Map 2: 1904 Sanborn Map over modern air photo.

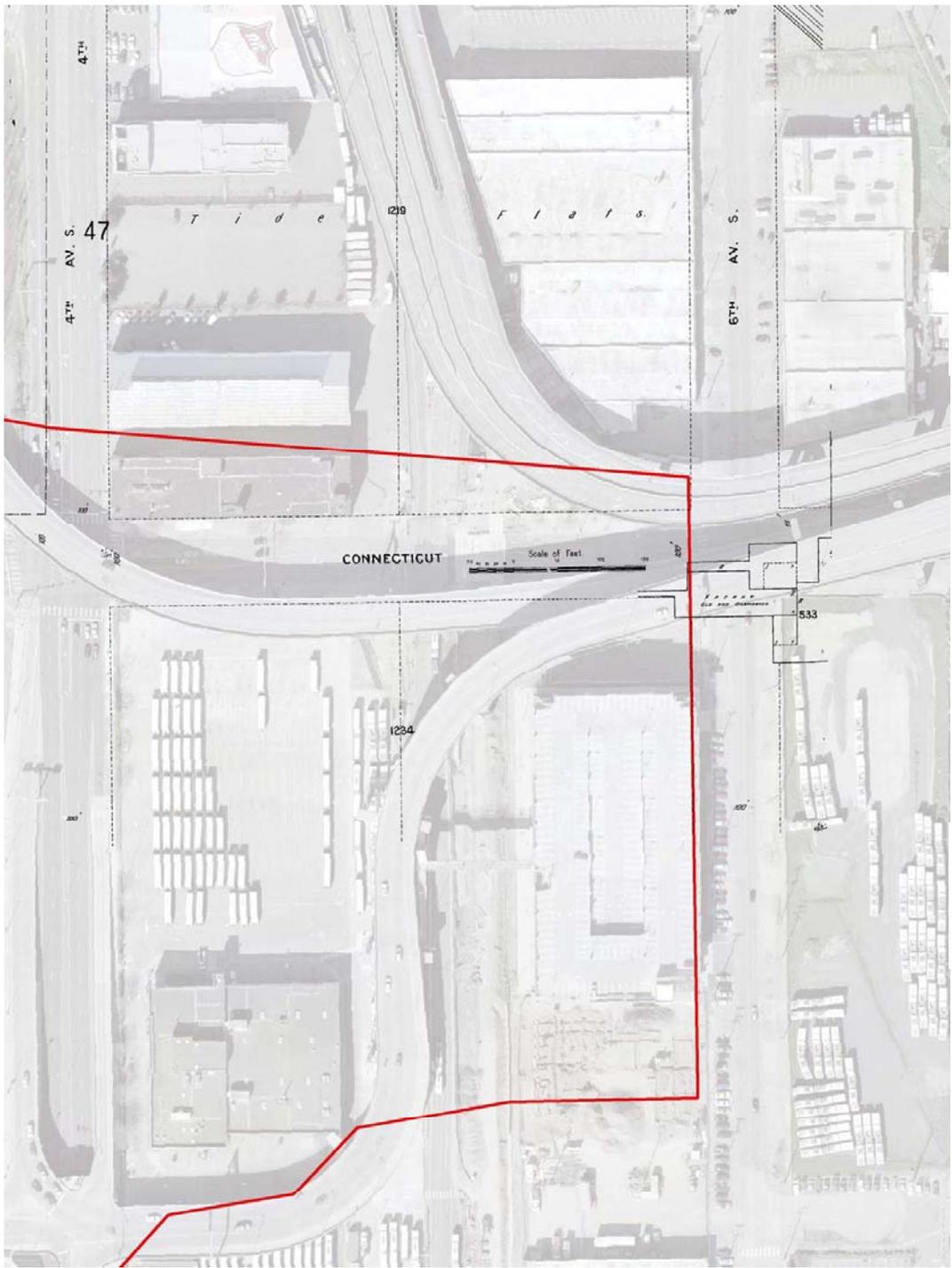
Legend

- Project Area
- APE



Key Map:





SR 519 INTERMODAL ACCESS PROJECT PHASE 2: SOUTH ATLANTIC CORRIDOR



Addendum to Cultural Resources Discipline Report: Results of Supplemental Archaeological Investigations

Prepared for



Prepared by

Northwest Archaeological Associates, Inc./Environmental History Company

January 17, 2008



TABLE OF CONTENTS

CHAPTER 1 SUMMARY	1
1.1 Methods	1
1.2 Results	2
1.3 Recommendations	3
CHAPTER 2 PROJECT DESCRIPTION	5
2.1 Regulatory Context	5
2.2 Project Location	6
2.3 Area of Potential Effects	6
CHAPTER 3 METHODOLOGY	8
3.1 Core Logging	8
3.2 Sampling	9
3.3 Processing	9
CHAPTER 4 RESULTS	11
4.1 Facies and Stratigraphic Analysis	11
Holocene Assemblage	11
Historic Fill Assemblage	13
4.2 Artifact Assemblage Characteristics	18
Description	19
Distribution Patterns	21
Chronology	22
Discussion	23
CHAPTER 5 RECOMMENDATIONS	27
CHAPTER 6 REFERENCES	29

FIGURES

Figure 2-1. Project location 7
Figure 4-1. Location of cores in relation to the project area. 12
Figure 4-2. Profile of core logs, east-west transect. 14
Figure 4-3. Profile of core logs, north-south transect..... 15
Figure 4-4. Selected artifacts recovered from cores..... 20
Figure 4-5. Map showing the progression of the filling of the tide flats in the project vicinity, 1899 24
Figure 4-6. Overview of the tide flats, 1898, showing conditions in the project vicinity..... 25

TABLES

Table 3 1. Lithofacies Typology for Holocene Sediments..... 8
Table 3-2. Lithofacies Types and Facies Groups in the Historic Fill Sequence. 9
Table 4 1. Lithofacies Types and Facies Groups in the Historic Fill..... 16
Table 4 2. Total Artifact Recovery by Core and Material Type. For Comparative Purposes, Artifact
Counts Have Been Normalized to Density per 1 Cubic Foot..... 18
Table 4-3. Summary of Artifact Recovery and Numbers of Different Artifact Types. 22
Table 4-4. Temporally Sensitive Artifacts. 23

APPENDICES

Appendix A: Core Logs

Appendix B: Analyses

Appendix C: Sanborn Fire Insurance Maps

Chapter 1 Summary

The Northwest Archaeological Associates, Inc./Environmental History Company (NWAA/EHC) team conducted an archaeological coring program for the SR 519 Intermodal Access Project, Phase 2: South Atlantic Corridor planned by the Washington State Department of Transportation. The project is just south of downtown Seattle in an area of filled tidelands, east of SR 99, west of Interstate 5 (I-5), and adjacent to Qwest Stadium and Safeco Field, in Section 5, Township 24 North, Range 4 East, Willamette Meridian. Elliott Bay and the Duwamish Waterway are about one-half mile west of the project. Surface streets within the project include First Avenue South, Third Avenue South, Fourth Avenue South, South Royal Brougham Way, and South Atlantic Street. The area of potential effects (APE) includes areas proposed for stormwater conveyance facilities, shafts for support columns or foundation footings, trenches for curtain walls, areas for stone columns and jet grouting, as well as ancillary areas including those proposed for construction staging. The proposed maximum depth of excavation is 80 feet, but cultural material was anticipated to be within the upper 50 feet which includes historical tideland fill material and Holocene deposits extending down to the contact with basal glacial sediments.

The coring program supplements the project's previous cultural resources assessment report which examined existing archaeological and historical information, and collated existing geotechnical data (Hudson et al. 2007). Because of impervious surfaces throughout the study area, the previous field assessment was limited to examining above-ground buildings and structures potentially affected by the proposed project and recommended further fieldwork, specifically, retrieval of several sonicores from proposed elevated structure support columns and backhoe trenching at the southeast corner of 1st Ave S and South Atlantic Street. The initial assessment also identified a previously recorded building within the APE, the Frederick and Nelson Warehouse, which is eligible for the National Register of Historic Places, and the Pioneer Square Preservation District, a city designation, a portion of which is intersected by the project. Neither the building nor the district will be affected by the SR 519, Phase 2 project.

1.1 Methods

Boreholes were drilled with a roto sonic drill from which continuous cores were extruded into plastic sleeves for transport to the NWAA archaeological core processing station in downtown Seattle. Once at the lab, the cores were logged, sampled by depositional layers, and processed using methods consistent with those employed by the NWAA/EHC team for analysis of

archaeological sonicores drilled for the nearby Alaskan Way Viaduct and Seawall Replacement Program (Miss et al. 2007). Geoarchaeological observations were recorded as graphical logs depicting the vertical depositional sequence for each core, and after logging, the cores were bulk sampled, water-screened, and each sample examined for archaeological residues.

1.2 Results

Eighteen boreholes, totaling 821 drilled linear feet, were drilled to sample areas of ground disturbance on proposed pier locations and in an area for a proposed retained fill and walls at the base of the Royal Brougham rail overcrossing loop. The borehole sampling resulted in a T-shaped pattern within the project area in which six boreholes (SC-1, -2, -4, -6, -13, and -16) comprised the west-to-east transect while the remaining boreholes extended south from borehole SC-6 to S. Atlantic Street. Total drilled depths varied from 40 to 50 feet below the modern surface (fbs). Approximately 60 percent (or 495 linear feet) of the cores were archaeologically sampled for a total sample volume of 135 cubic feet.

Vertical depositional sequences encountered in the boreholes included sediments representing the historic fill, Holocene sediments, and the upper portion of the basal Pleistocene sediments. The historic fill group of sediments was a simple sequence and consisted of mostly undifferentiated fill facies resting atop clay and sand facies. The Holocene sediments under the historic fill sequence included a broader variety of facies, but consisted predominantly of layers of silt and clay representing typical sedimentation patterns associated with subtidal and intertidal depositional environments. Three boreholes (SC-2, -13, and -16) encountered the top of Pleistocene sediments between 40 and 45 fbs.

Archaeological materials were recovered from 16 boreholes, and were predominantly historic debris and refuse recovered in the uppermost portions of the boreholes from vactored (Vacc) or undifferentiated fill (Undiff). The highest densities of materials were recovered from the boreholes in the north-to-south transect south of SC-6, which are within the block bordered by S. Royal Brougham Way to the north and S. Atlantic Street to the south, and bounded on the west and east by 3rd Ave S and 4th Ave S, respectively. The 1916 Sanborn Fire Insurance Map of the block shows there were no buildings or structures in the block at that time, and 4th Ave S was elevated on a trestle about 27 feet above the tideflat surface. By as late as 1950, after the tideflat in this area was filled, there were still only a few commercial establishments, such as a grocery (SC- 5 and -6), a cold storage warehouse (just north of SC-17 and -18) and a restaurant (east of SC-9 and -10), occupying the block. The bulk of the historical archaeological materials was found in the upper 10 feet of the historic fill overlying a massive clay facies, and the relative highest densities of artifacts occur in the vicinity of former buildings and structures in the upper 3 to 10 fbs. These artifacts presumably represent reworking and demolition material from razing of the buildings.

Occasional deposits of archaeological materials were found deeper in the boreholes, and these were predominantly glass and ceramic fragments but included low densities of other materials such as brick and metal. Presumably, these archaeological deposits were formed as a result of low-level, ongoing unregulated refuse discard as the block was slowly developed. The exception to the general pattern was found in boreholes SC-5 and SC-11 where low-density but diverse deposits of archaeological materials were found in undifferentiated fill facies underlying massive clayey sediments. The diversity of artifact types and stratigraphic position of these deposits under the clay and close to the contact with tideflat surface suggest they may represent early-period primary discard locations.

In general, the low variability exhibited in the vertical depositional sequences and the overall low density of archaeological materials are consistent with historical documents and previous geotechnical studies indicating the project area saw little commercial or industrial development until after 1916 as the final areas of the tideflats were filled in.

No pre-contact archaeological materials were identified at the contact with the underlying Holocene sediments nor in the upper intertidal portion of the Holocene sequence.

1.3 Recommendations

- 1) The area surrounding the coring locations in the area of Boreholes SC-5 and SC-11 should be archaeologically monitored between 16 and 25 fbs, and means provided for the onsite archaeologist to recover any data related to archaeological resources. The excavated spoils should be kept separated from the other shaft spoils;
- 2) Excavations for the proposed signal pole and catch basin at the southeast corner of 1st Ave S and South Atlantic Street would extend into the upper historic fill in an area noted in the Cultural Resources Discipline Report (Hudson et al. 2007) to have contained a number of shanties near the area of Shacktown. Materials from backhoe trenching to install the catch basin and from augering for the signal pole should be investigated to recover any archaeological data and;
- 3) An Unanticipated Discovery Plan (UDP) should be drawn up and made available to construction personnel onsite. The plan would include a list of contacts and protocols to follow in the event archaeological materials, human remains, or mortuary goods are unearthed during implementation of the project.

Chapter 2 Project Description

The Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) propose to increase traffic mobility and safety on State Route (SR) 519, in Seattle, Washington. This project may affect historic properties and thus is an undertaking as defined by the National Historic Preservation Act (NHPA). The project is also subject to Section 4(f) of the Department of Transportation Act (49 USC 303). A team composed of Northwest Archaeological Associates, Inc. and the Environmental History Company (NWAA/EHC) has prepared this technical memorandum to aid WSDOT in its regulatory responsibilities by identifying historic properties that may be affected by the project.

2.1 Regulatory Context

The environmental process for this project is governed by the National Environmental Policy Act (NEPA) which established the responsibility of the federal government to use all practicable means to preserve important historic, cultural and natural aspects of the national heritage. The NHPA is a separate authority that established as federal policy that federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Section 106 of the act requires the agency take into account the effect of an undertaking on any district, site, building, structure or object that is included in or eligible for inclusion in the National Register of Historic Places (National Register). Implementing regulations for Section 106 explicitly provide guidance on how the NEPA and Section 106 processes can be coordinated [Section 800.8(a)] and set forth the manner in which the NEPA process and documentation can be used to comply with Section 106 [Section 800.9(c)]. Identification of historic properties and assessment of effects of the undertaking in a manner consistent with existing NHPA regulations (Section 800.4 through 800.5) are among the provisions. Eligible properties generally must be at least 50 years old, possess integrity of physical characteristics, and meet at least one of four criteria of significance.

Several Washington state laws specifically address archaeological sites and Native American burials. The Archaeological Sites and Resources Act [RCW 27.53] prohibits knowingly excavating or disturbing prehistoric and historical archaeological sites on public or private land without a permit from the Washington Department of Archaeology and Historic Preservation (DAHP). The Indian Graves and Records Act [RCW 27.44] prohibits knowingly destroying

American Indian graves and requires their inadvertent disturbance by construction or other activity to be followed by re-interment under supervision of the appropriate Indian tribe.

RCW 42.56.300 states that records, maps, or other information identifying the location of archaeological sites are exempt from disclosure in order to avoid the looting or depredation of such sites.

On the local level, the City of Seattle's Historic Landmark Preservation Ordinance (SMC 25.12) protects properties of historic and architectural significance. An object, site or improvement that is more than 25 years old may be designated for preservation as a landmark if it has significant character, interest or value as part of the development, heritage or cultural characteristics of the city, state, or nation, if it has integrity or the ability to convey its significance, and if it falls into one of six criteria (SMC 25.12.350). Under the City of Seattle's SEPA regulations, properties that are likely to meet City landmark criteria must be formally reviewed for designation before demolition. This determination and other review decisions concerning landmarks and districts are made by the Seattle Landmarks Preservation Board.

2.2 Project Location

The project is just south of downtown Seattle in an area of filled tidelands, east of SR 99, west of Interstate 5 (I-5), and adjacent to Qwest Stadium and Safeco Field, in Section 5, Township 24 North, Range 4 East, Willamette Meridian (Figure 2-1). Elliott Bay and the Duwamish Waterway are about one-half mile west of the project. Surface streets within the study area include First Avenue South, Third Avenue South, Fourth Avenue South, Fifth Avenue South (the E3 Busway), Occidental Avenue South, South Royal Brougham Way, and South Atlantic Street.

2.3 Area of Potential Effects

The SR 519 Phase 2 Area of Potential Effects (APE) was developed by WSDOT in consultation with affected tribes and the Washington State Historic Preservation Officer (SHPO). The APE includes proposed areas of excavation for storm water facilities, support columns shafts, foundations, and soil stabilization, as well as ancillary construction staging areas. The maximum depth of proposed excavation is 80 feet, however, only the upper 50 feet includes fill and Holocene sediments with potential for archaeological deposits. The vertical APE extends to 50 feet below the ground or street surface.

Sediments of glacial origin below 50 feet have no potential for cultural material. SHPO concurred with the definition of the APE on August 8, 2007.

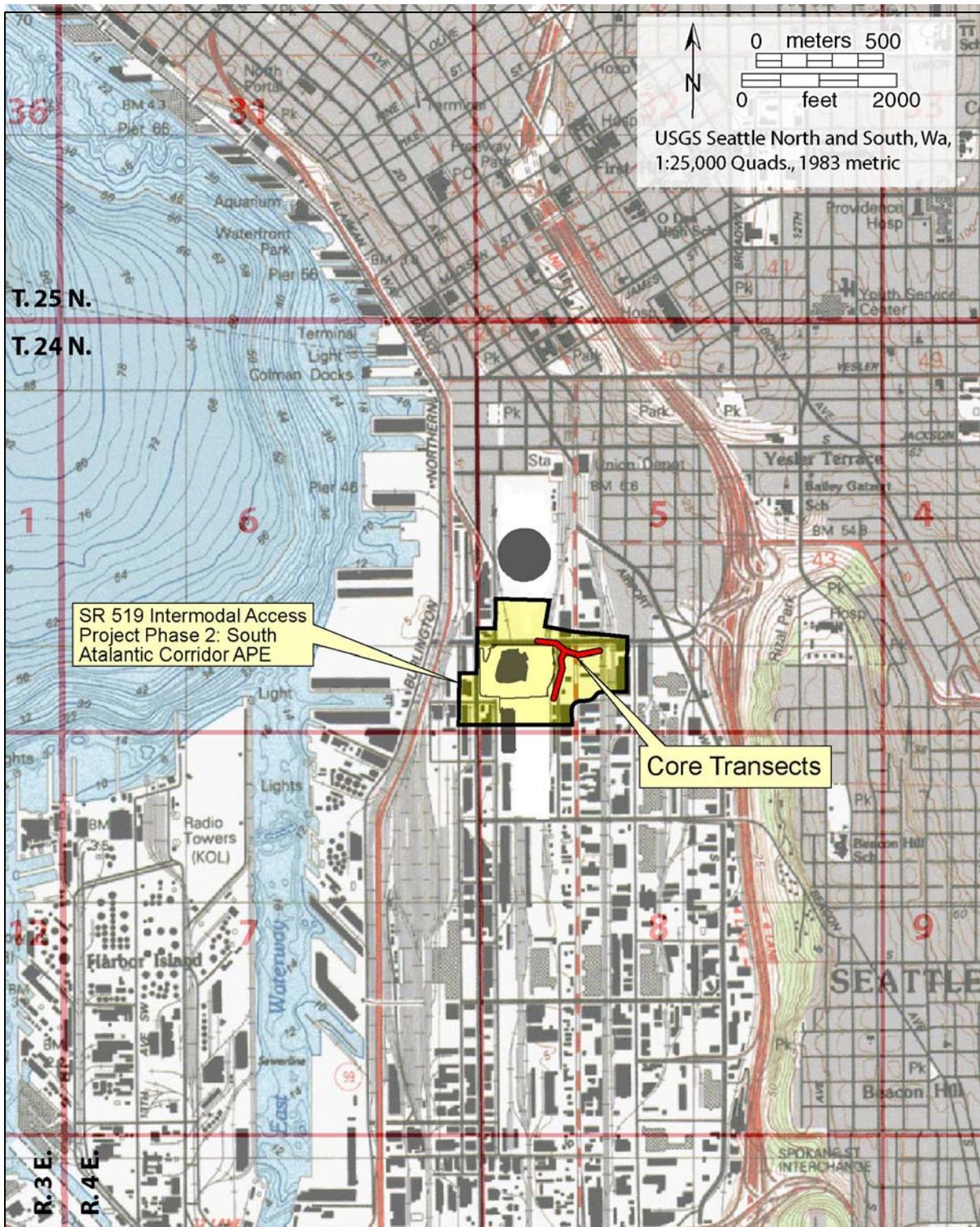


FIGURE 2-1. PROJECT LOCATION

Chapter 3 Methodology

Boreholes were drilled with a roto sonic drill from which continuous cores were extruded into plastic sleeves for transport to the NWAA archaeological core processing station in downtown Seattle. Once at the lab, the cores were logged, sampled by depositional layers, and processed using methods consistent with those employed by the NWAA/EHC team for analysis of archaeological sonicores drilled for the nearby Alaskan Way Viaduct and Seawall Replacement Program (Miss et al. 2007). Geoarchaeological observations were recorded as graphical logs depicting the vertical depositional sequence for each core, and after logging, the cores were bulk sampled, water-screened, and each sample examined for archaeological residues.

3.1 Core Logging

Geoarchaeological observations were recorded as a graphic log depicting the vertical depositional sequence. Variations in the vertical sequence were documented using a classification system that tracks changes in the archaeological and lithological character of the deposits. Each depositional layer in the core was called a lithofacies, which is a depositional unit with distinct observable physical properties such as color, lithology, texture, and sedimentary structure.

The Holocene-aged intact native deposits underlying the historic fill sequence were logged using facies types that were defined using the primary lithologic constituents in each depositional layer. The facies types are classified according to the modal grain size of the depositional layer, indicated with a capital letter. For example, a layer dominated by sand-sized sediments would be designated with the letter “S.” Secondary properties were designated by a lower-case letter appearing to the right of the capital letter. The lower case letters may represent secondary constituents of the depositional unit, or may be used as an additional descriptor for the modal grain size. For example, in the facies type **Sz**, “S” indicates that sand is the primary constituent, with “z” (silt) as a secondary component. In the facies type **Sm**, the “S” represents sand, with “m” (massive) describing the bedding type (Table 3-1). All Pleistocene deposits were grouped together as “Pleistocene.”

Each depositional layer in the historic fill was also assigned a lithofacies type based on observable properties such as color, texture, and the presence or absence of archaeological materials. Facies comprised of over 20 percent of a cultural material type were assigned a facies type corresponding to

TABLE 3-1. LITHIFACIES TYPOLOGY FOR HOLOCENE SEDIMENTS.

MODAL GRAIN SIZE	SECONDARY PROPERTIES
G – Gravel	g – gravelly
S – Sand	s – sandy
Z – Silt	z – silty
W – Wood	m – massive
	f – fine
	d – detrital wood (sea wrack; driftwood)

the dominant material type. For example, a facies with over 20 percent brick fragments in a sandy matrix would be assigned the facies type “Brick.” For sedimentary layers in the fill with little to no admixture of archaeological objects or matrix, facies types were assigned based on the primary grain size in the facies. For ease of organization and discussion each facies in the historic fill was also assigned to a facies group (Table 3-2).

3.2 Sampling

After the geoarchaeological logging was completed, bulk sediment samples were collected, water-screened, and examined for archaeological residues. Sampling focused on the historic fill and the upper portion of the underlying Holocene sediments.

A minimum measured sample volume of 0.33 cubic feet (approximately 1-1.5 feet in downhole depth) was sought per lithofacies. If the volume of a facies was less than 0.33 cubic foot, the entire facies was sampled. The first three cores (SC-6, -7, and -11) were completely sampled through the historic fill into the upper Holocene sediments. Starting with the fourth core to be processed, SC-12, the thick, massive clay facies were selectively sampled every 3 feet to expedite processing.

Massive deposits such as sawdust or wood, which contained no observable artifacts and very little sediment matrix, were not sampled. The Holocene deposits were sampled starting at the base of the fill and to depths extending between 1 and 15 feet below the contact between the historical fill and the native sediments. Due to the varying thickness of the lithofacies in both the fill and the Holocene deposits, sample size varied in volume from 0.06 to the maximum standard volume of 0.33 cubic feet, with thicker lithofacies yielding multiple samples. Each sample was assigned a unique sequential bag number used to track provenience throughout the screening and analysis process.

3.3 Processing

Because of the small sample volumes and the muddy matrix of most of the artifact-bearing sediments, the cores were water-screened to enhance artifact recovery. The water-screening station incorporated a nested screen system in which a screen box with ¼-inch mesh was aligned over a ⅛-inch mesh screen box. Since the purpose of the ⅛-inch mesh was to capture rare but potentially diagnostic small items, the ⅛-inch sample residues were dried, examined, and saved but not subject to further analysis. The residue from the ¼-inch mesh was dried, sorted, and cataloged.

TABLE 3-2. LITHOFACIES TYPES AND FACIES GROUPS IN THE HISTORIC FILL SEQUENCE.

GROUP	FACIES
Mass Deposits	Wood
	Lumber
	Sawdust
	Coal
Building Material	Cinders
	Brick
	Brick Paving
	Mortar
Sedimentary Fill Layers	Gravel
	Sand
	Silt
Other	Undifferentiated Fill
	Vactored Fill
	Sample Gap

Specimen numbers were added at the end of the sample bag number indicating the different archaeological materials recovered in each sample. Archaeological materials collected and analyzed included bone, shell, botanicals, ceramic, glass, metal, milled wood, and architectural items such as brick and mortar (the full artifact catalog and analyses is in Appendix B). A brief summary of the archaeological materials recovered from each core was recorded on a Core Summary Log which included the borehole number, sample top and bottom depths, and material discarded (i.e., coal, charcoal, size and shape of rocks). Industrial waste and other manufacturing byproducts such as charcoal, coal, slag, and clinker were not collected at every occurrence due to the redundancy of collecting entire facies of industrial material previously noted during the core logging.

Chapter 4 Results

Eighteen boreholes, totaling 821 linear feet, were drilled in areas of ground disturbance at proposed column locations and in an area for a proposed retained fill and walls at the base of the Royal Brougham rail overcrossing loop. The final borehole sampling pattern was T-shaped within the project area (Figure 4-1) in which six boreholes (SC-1, -2, -4, -6, -13, and -16) comprised the west-to-east transect while the remaining boreholes extended south from borehole SC-6 to S. Atlantic Street to form the north-south transect. Total drilled depths varied from 40 to 50 feet below the modern surface (fbs), except for SC-15 which terminated at 12.5 fbs. Approximately 60 percent (or 495 linear feet) of the cores were archaeologically sampled for a total sample volume of 135 cubic feet. The portions of the cores that were not processed were sections characterized by thick, massive deposits of mud, deeper Holocene sediments deposited in a subtidal environmental setting, and the basal Pleistocene sediments. Illustrated core logs and detailed stratigraphic and descriptions of archaeological materials are in Appendices A and B. The cores were processed November 7-16, and December 4-6, 2007.

4.1 Facies and Stratigraphic Analysis

Deposits identified in the boreholes included sediments belonging to three facies assemblages representing, from top to bottom, the historic fill, Holocene sediments, and the upper portion of the basal Pleistocene sediments. The historic fill assemblage comprised simple sequences of undifferentiated fill facies resting atop clay and sand facies. The underlying Holocene facies assemblage was predominantly layers of silt and clay representing sedimentation in subtidal and intertidal depositional environments associated with the advance of the Duwamish River delta into Elliott Bay.

Three boreholes (SC-2, -13, and -16) encountered the top of Pleistocene sediments between 40 and 45 fbs. Since the Pleistocene assemblage includes glacial and non-glacial sediments dating to the Vashon and pre-Vashon glacial periods and so pre-date human occupation in North America, the Pleistocene lithostratigraphy is not discussed further in this report.

Holocene Assemblage

The Holocene sediments consist of six facies arranged as interbedded and graded sequences of silty and sandy clays (**C**), massive silt (**Zm**), sandy silt (**Zs**), silty sand (**Sz**), silt (**Z**), and fine

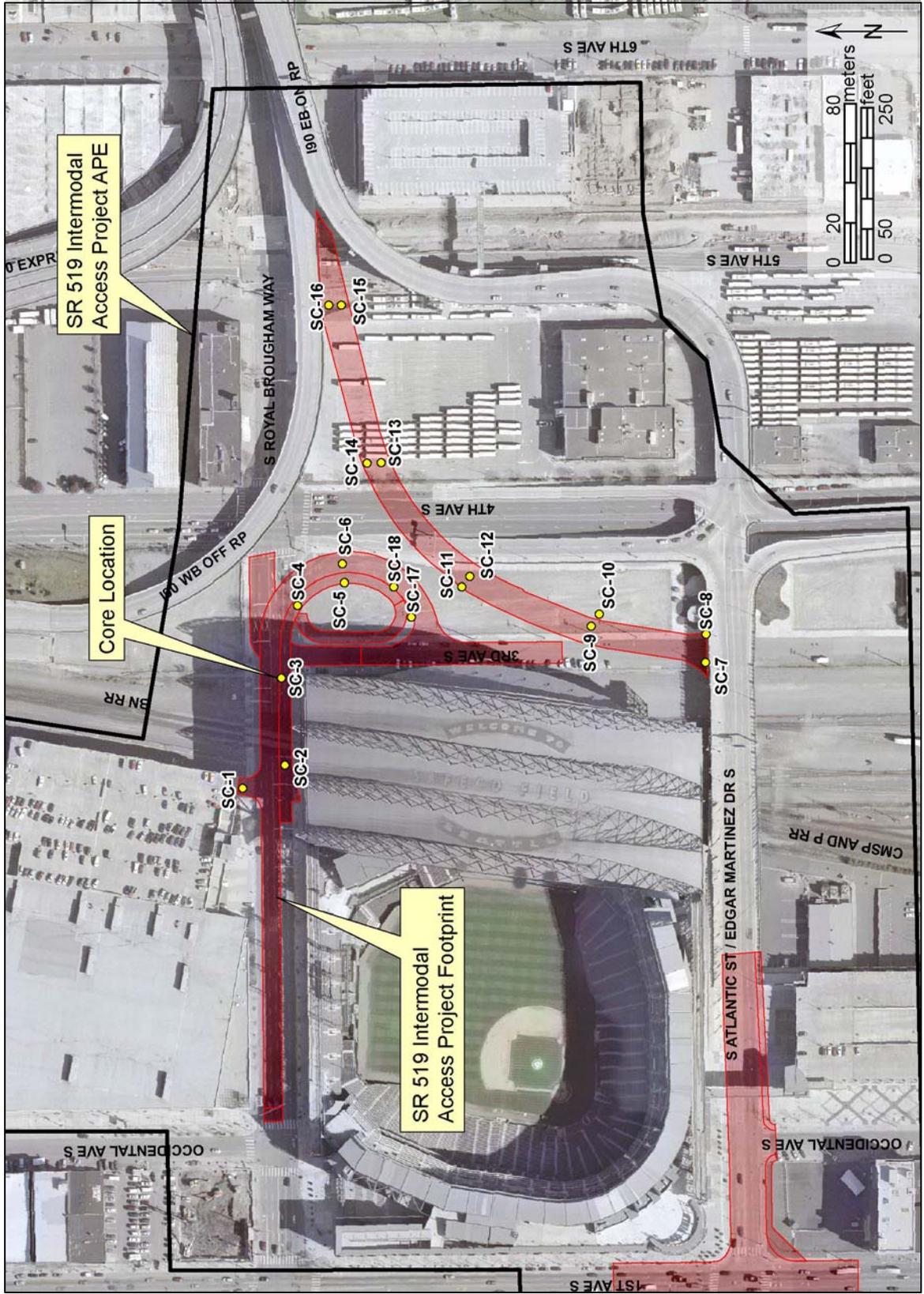


FIGURE 4-1. LOCATION OF CORES IN RELATION TO THE PROJECT AREA.

sand (S) (Figures 4-2 and 4-3). Though variable from hole to hole, the vertical sequences exhibited an overall coarsening-upward grain size trend. Generally, the lowermost portions of the Holocene assemblage were characterized by massive sandy clay, silty clay and silt layers overlain by coarsening-upward sequences consisting of a basal massive silt grading up through sandy silt and silty sand layers and finally capped by fine sand. Occasionally, the fine sand facies contained nodules (ranging in size up to 6 cm in diameter) of loosely consolidated silt or very fine sand or were interbedded with thin layers of peaty silt.

The general coarsening-upward trend in sediment grain size is a typical pattern of delta sedimentation and in this case represents vertical sediment accretion as the Duwamish River delta front advanced farther into Elliott Bay. As the delta advanced, older finer-grained sediments deposited in deeper waters in front of the delta were gradually buried under coarser-grained sediments as fluvio-deltaic sedimentation became more dominant when the delta top aggraded enough to emerge as the historic tideflats. The presence of sandy silt and clay-silt layers interbedded within the more coarse-grained deposits from the upper portions of the Holocene probably represent shifting small-scale depositional environments within the overall coarsening-upward trend. Thin layers of peat, consisting primarily of fine roots and rhizomes, are associated with these silt interbeds and indicate intermittent periods of relative landform stability which allowed for local vegetation growth. The fine alluvial sand deposited on top of the peat layers indicates the resurgence of higher-energy sediment transport conditions resulting in rapid burial of the peat-forming plant growth. The inclusions of silt and very fine sand in the well-sorted fine alluvial sandy matrix suggest rapid sediment transfer and burial in a fluvial environment, and may represent the downstream transport through tidal and delta distributary channels of eroded wetland sediments from higher up on the delta.

Historic Fill Assemblage

The historic fill is a well-defined facies assemblage present in all 18 cores. Seven facies types comprise the historic fill and were assigned to one of three facies groups: **Mass Deposits**, **Sedimentary Fill Layers**, and **Other**. Each facies type was assigned to a group based on the type of archaeological materials or sediments characterizing the facies (Table 4-1). Facies types belonging to the **Mass Deposits** group are of archaeological interest but are not typically expressed as traditional archaeological artifact or feature patterns.

The facies group called **Sedimentary Fill** includes lithofacies considered “clean” relative to the overall nature of the fill in the sense that the facies in this group tend to have little to no admixture of archaeological objects or matrix. In the present context these facies types may represent regrade or dredging spoils, or other hydraulic deposits; at greater depths, they may represent wave reworking during early stages in the accumulation of the fill.

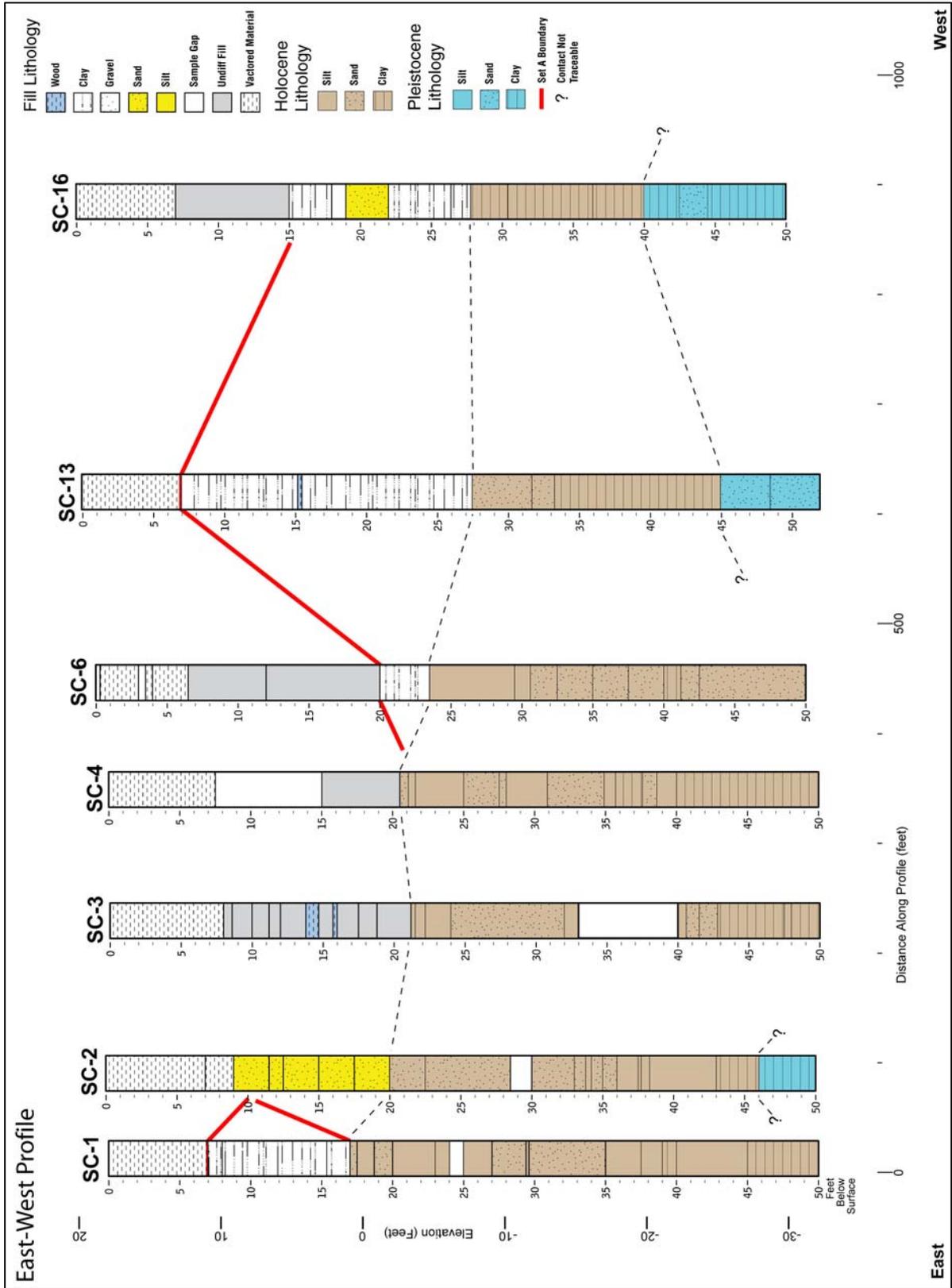


FIGURE 4-2. PROFILE OF CORE LOGS, EAST-WEST TRANSECT.

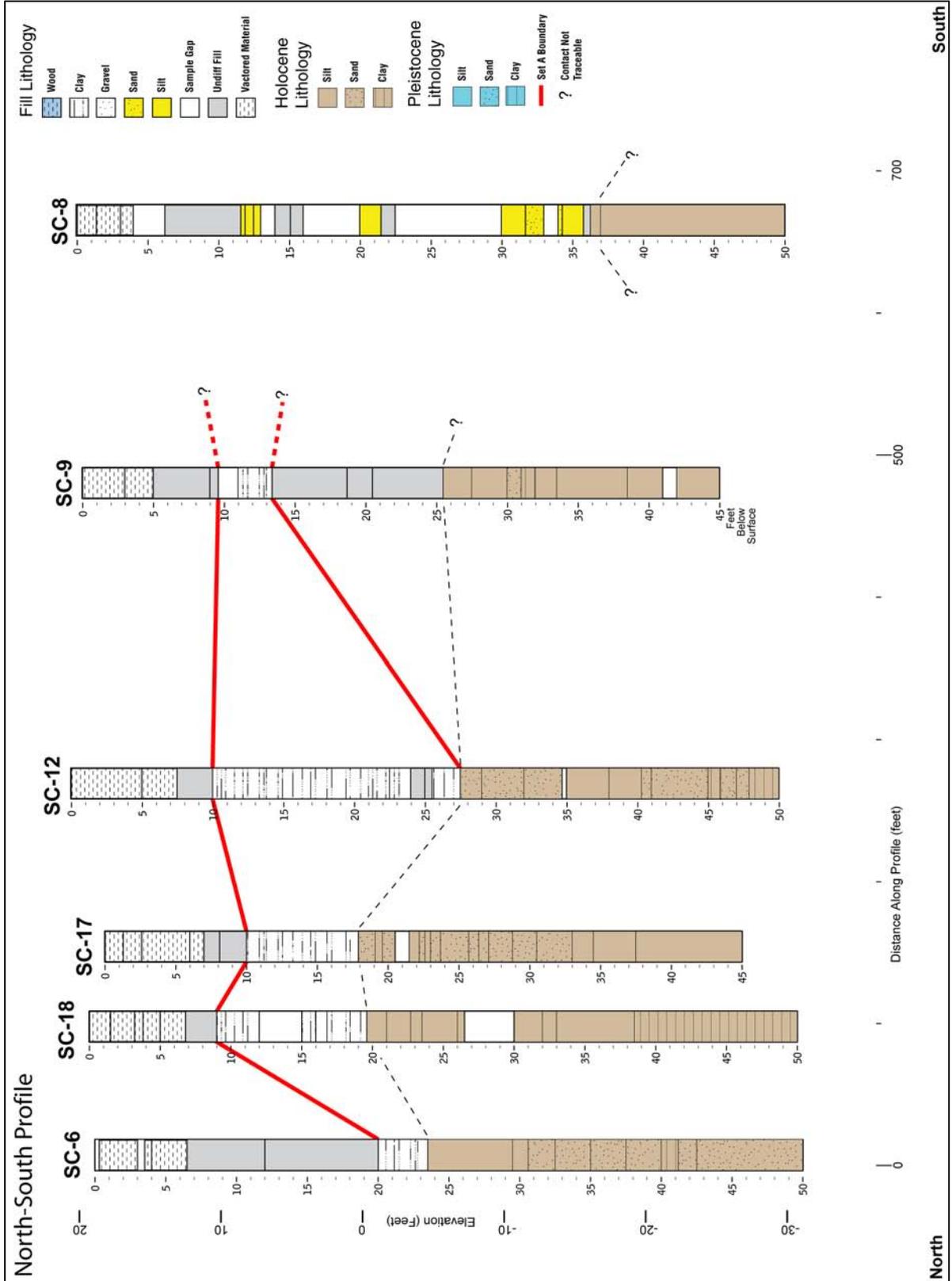


FIGURE 4-3. PROFILE OF CORE LOGS, NORTH-SOUTH TRANSECT.

TABLE 4-1. LITHOFACIES TYPES AND FACIES GROUPS IN THE HISTORIC FILL.

FACIES TYPE	FACIES DESCRIPTION	OCCURRENCE (SC-)	COMMENTS
Mass Deposits			
Wood	Unspecified wood debris, inclusive of both natural wood, and archaeological wood deposits lacking distinctive cultural properties. High degree of internal variability.	13	Rare; woody pulp layer.
Sedimentary Fill			
Sand	Varies significantly with location, usually consists of loose to slightly consolidated silty or clean sand. May be weakly bedded or contain nodules of silt or very fine sand. Occasionally contains dispersed wood debris or plant fibers, or industrial materials such as brick, concrete, or sawdust.	2, 8, 16	Other than a 10-foot-thick layer in SC-2, of rare occurrence.
Silt	Silt is the modal grain size. May contain wood debris, plant fibers or archaeological materials.	7, 8	Co-occurs with Clay to form a distinct laterally extensive mud stratum across project area.
Clay	Gray, massive and includes dispersed subrounded pebbles, rip-up clasts of varved clay, and low numbers of crushed shell.	All except 3 and 8.	With Undifferentiated Fill, is most common facies across the project. Co-occurs with Silt to form a laterally extensive bed across project area.
Other			
Undifferentiated Fill	Matrix-supported facies, usually sandy or silty with gravels; often somewhat consolidated. Generally a poorly sorted, disorganized matrix with scattered fragments of wood debris or other cultural material.	3, 5-12, 15-18	With Clay the most common facies across the project. Usually appears in the upper fill sequence, often at the top of the fill. Can be massive or stratified.
Vactored Fill	Chaotic, disorganized sediments, fragmented archaeological material such as brick, concrete; or modern roadbase material or refuse.	All	
Sample Gap	No recovery of sediments or material.	Only SC-13 and -15 had complete core recovery.	

The **Other** facies group includes three lithofacies types: Undifferentiated Fill, Vactored Fill, and Sample Gap. The lithofacies type Undifferentiated Fill lacks a dominant archaeological constituent and does not have distinctive properties allowing it to be assigned to one of the other lithofacies types. Undifferentiated Fill layers tend to be poorly sorted with fragments of brick, wood, and so on scattered throughout the matrix. The Vactored Fill lithofacies designates sediment or archaeological material vactored out of the upper seven feet of the borehole and then replaced in the hole before coring. Vactored Fill is not intact and does not retain its original stratigraphic order. The final category, Sample Gap, marks breaks in the core sequence where core sediment, for a variety of reasons, was not retrieved.

Sedimentary Fill Layers

Clay was the most prevalent lithofacies by volume. Sand was present in two cores, one at each end of the west-to-east alignment. In SC-2, 10 feet of sand between 9 and 20 fbs was bounded by Holocene deposits below and by 2 feet of the clay facies above. A two-foot-thick deposit of sand between 19 and 22 fbs in SC-16 was bounded top and bottom by clay.

The sedimentary fill layers contained few artifacts which were found as isolated single objects or small scatters of glass or brick fragments. Small amounts of glass, metal, and brick were collected from all three types of sedimentary fill in six cores (SC-1, -2, -7, -8,-10). A bullet retrieved from SC-2, and a clear glass flask base recovered from SC-7 were temporally diagnostic.

Vactored and Undifferentiated Fill

The undifferentiated fill facies matrix was fine-grained sediment (fine sand, silt, or clay) with inclusions of coarse sand, granules, pebbles, and small amounts of archaeological material. Undifferentiated fill facies were present in 15 cores, and varied in thicknesses from 1 to 15 feet. The undifferentiated fill was immediately overlain by vactored fill in fourteen cores, but in SC-11 it was overlain by clay deposits. Elevation of the Undifferentiated fill ranged from 15 feet above modern sea level (asl) to about 5 feet below modern sea level (bsl). In all of the cores where present, the undifferentiated material was directly underlain by either clay or Holocene deposits, but usually by clay.

Most of the artifacts and archaeological materials were recovered from the Vactored Fill. Vactored Fill was in the top 7 to 10 feet in all 18 cores (comprising about 15% of total drilled length). Vactored Fill designates sediment vactored from the top 7 feet of the borehole and then replaced in the hole before coring.

Wood

Wood was a very minor constituent of the historic fill and occurred as thin layers of fine woody debris or peat interbedded with undifferentiated fill layers in SC-3 and SC-13.

Lithostratigraphic Set A

A subset of the historic fill facies types were grouped into a more inclusive group or “set”, and the principle of formation is the same as the assemblage but at a smaller scale. The set is similar to a facies assemblage insofar as it represents deposits that share a similar lithology, distribution, and similar depositional environment, but serves the purpose of highlighting stratigraphic relationships at a smaller scale within the overall assemblage. Set A consists of fine-grained, mostly clay, lithofacies occurring in 13 cores, and varies from 5 to 15 feet in thickness within an elevation range between 18 feet asl and 10 feet bsl (Figures 4-2 and 4-3).

4.2 Artifact Assemblage Characteristics

Archaeological materials were recovered from 16 boreholes (Table 4-2), and all materials were historic debris and refuse found in the historic fill above the former tideflat surface. Most of the material was recovered at shallow depths from the uppermost portions of the boreholes in the facies type undifferentiated fill. In general, the highest densities of materials were recovered from the boreholes along the north-to-south transect south of SC-6 (Figure 4-3; Table 4-2) in the block bordered by S. Royal Brougham Way to the north and S. Atlantic Street to the south, and bounded on the west and east by 3rd Ave S and 4th Ave S, respectively.

TABLE 4-2. TOTAL ARTIFACT RECOVERY BY CORE AND MATERIAL TYPE. FOR COMPARATIVE PURPOSES, ARTIFACT COUNTS HAVE BEEN NORMALIZED TO DENSITY PER 1 CUBIC FOOT.

CORE	BOTANICAL	BRICK	CERAMIC	FAUNAL	GLASS	METAL	OTHER	TEXTILE	WOOD	TOTAL DENSITY	TOTAL NO. OF TYPES
SC-1	-	-	-	36.9	3.3	-	-	-	8.4	48.6	3
SC-2	-	3.3	10.0	-	-	3.3	-	-	-	16.6	3
SC-3	-	-	-	11.7	-	-	-	-	-	11.7	1
SC-4	-	-	-	26.6	-	3.3	-	3.3	20.0	53.2	4
SC-5	-	-	-	9.7	-	6.0	104.5	-	6.0	126.2	4
SC-6	-	-	122.4	4.2	-	6.0	-	-	46.4	179.0	4
SC-7	3.0	12.0	-	-	6.0	-	-	-	6.0	27.0	4
SC-8	-	31.2	-	-	-	-	-	-	-	31.2	1
SC-9	-	-	3.0	-	84.5	-	-	-	-	87.5	2
SC-10	-	57.0	33.7	-	23.3	9.0	-	-	-	123.0	4
SC-11	14.1	33.3	120.0	-	223.2	14.1	-	-	3.0	407.7	6
SC-12	-	-	3.0	-	3.7	-	-	-	-	6.7	2
SC-13	3.3	-	-	10.0	8.3	60.0	-	-	16.7	98.3	5
SC-14	-	-	13.3	-	-	-	-	-	-	13.3	1
SC-15	-	-	-	-	-	-	-	-	-	0.0	0
SC-16	-	-	3.3	-	20.0	-	-	-	3.3	26.6	3
SC-17	-	-	-	-	65.7	-	-	-	-	65.7	1
SC-18	11.1	-	3.3	-	44.8	-	-	-	-	59.2	3
Totals	31.5	136.8	312.0	99.1	482.8	101.7	104.5	3.3	109.8	1381.5	
Distribution	4	5	9	6	10	7	1	1	8		

All archaeological materials recovered in the historic fill were classified according to material type. Nine classes of materials were identified in the artifact assemblage: Botanical, Brick, Ceramic, Faunal, Glass, Metal, Textile, Wood, and Other (Table 4-2). Discrete objects classified as Botanical include fruit pits, seeds, and nut shells. Faunal specimens include bird, fish, and mammal bone. Metal includes nails and other metallic items (such as clothing closures and tin

can fragments). Materials classified as Ceramic include dishes, cups, and other tablewares, terra cotta pipe (for plumbing), and concrete. The Glass and Leather classes require no subdivisions. Table 4-2 presents the amount of artifact recovery (normalized to a standard volume of one cubic foot) and the distribution of the material types among the cores.

Description

Botanical

Seven seeds/shells were recovered from four cores. Of these, three were identifiable parts of an acorn (or filbert) shell and a pumpkin seed (Figure 4-4, Catalog #13). The remaining were shell fragments.

Brick

Brick fragments occurred in low quantities and in small fragments in five cores. Some of them had mortar still attached, and one fragment had the remnants of eggshell paint.

Ceramic

Ceramic materials were recovered from nine boreholes. Ceramic artifacts included fragments of terra cotta pipe, unglazed earthenware, tile fragments (one with white glaze and the other with light green decoration), and a sherd with a white base color, decorated with grey and black speckles and a teal stripe. None of these are diagnostic.

Faunal

The faunal remains, recovered from five cores, included a bird vertebrae (Figure 4-4, Cat #95), two deer femurs, a deer calcaneous, salmon bones, charred mammal bone, and a crustacean claw (Appendix B). Shell was numerous and occurred naturally throughout the sediments. Species identified include clam, barnacles, limpets, nucella, mussels, moon snail, and cockles.

None of the bone recovered was human.

Glass

Glass was found in eight boreholes and came from window glass, a bottle made using the automatic or semi-automatic bottle process, and several shards from bottles made using undeterminable processes. In addition to the shards, the base of a flask made using the two-part bottle mold was found (Figure 4-4, Cat #33-1). This bottle manufacturing technique dates from the 1850s through the 1920s (Miller et al. 1989:28). There were also several shards that may have come from glass blocks – one side of each of the thick, flat glass fragments was painted black and was too thick to be window glass. One piece of pressed glass (spanning the time period from the 1860s through the 20th century) was found. Pressed glass is manufactured by



FIGURE 4-4. SELECTED ARTIFACTS RECOVERED FROM CORES.

dropping hot glass into a mold, and using a plunger to force the hot glass into conformity with the mold. The glass takes the form of the mold on its exterior surface, while the interior surface remains smooth from having been shaped by the plunger (Jones and Sullivan 1989:33). The pressed glass was found at 11 fbs in SC-6.

Metal

Metal was recovered from six boreholes, and includes a bullet, nails, a railroad spike, and scrap. The nails were both cut and wire, and the scrap metal appeared to be from welding. The bullet (Cat #267-1) was recovered from SC-2 at 18 fbs (Figure 4-4). There was also a flat cast-iron piece (SC-4, Cat #254-1) that had been punched through by the core barrel (Figure 4-4). This piece has a hinge, indicating it could have been a door to a large piece of machinery or industrial item.

Wood

Wood was found in eight boreholes. All the wood recovered, except for a single piece of bamboo, was milled, and included a 1x2 piece of lumber, lath, beveled molding, and shavings.

Other

Other remains included newspaper, felt, fabric, rubber, and a bullet (Figure 4-4, Cat #267-1). The newspaper was recovered in small fragments, and the legible text did not provide a date.

Distribution Patterns

Overall artifact densities were low throughout the project area but four material types were relatively well-represented among the cores. Glass and ceramic were the artifact categories with the most representation among the cores. Glass was found in 10 cores, while ceramics were found in nine. Next in abundance was Wood, found in 8 cores, and Metal, recovered from 7 cores. Except for SC-11, the number of types recovered from each core was relatively low, indicating little obvious localized diversity in the assemblage.

A closer examination of the artifact distribution relative to the stratigraphic sequence shows distinct variation in artifact densities above, within, and below Set A (Table 4-3). The majority of artifacts and archaeological materials, including brick, glass, metal, and all of the ceramics, were recovered from the vactored deposits, and total artifact density in the historic fill above Set A was just under 740 items per cubic foot. For example, SC-11 had relatively high counts of brick, glass, ceramic, and metal; SC-10 had high counts of brick; and SC's 9 and 17 had fairly high counts of glass. All of these cores are close to the east end of Qwest Field, which was constructed at the location of the former Kingdome. Since the Kingdome itself was built on the site of several former historic structures (Appendix C: 1950 Sanborn Map), the artifacts in the

TABLE 4-3. SUMMARY OF ARTIFACT RECOVERY AND NUMBERS OF DIFFERENT ARTIFACT TYPES.

BORE	VACTORED FILL		WITHIN SET A		BELOW SET A	
	ARTIFACT DENSITY ^A	TOTAL NO. OF TYPES	ARTIFACT DENSITY	TOTAL NO. OF TYPES	ARTIFACT DENSITY	TOTAL NO. OF TYPES
SC-1	48.6	3	42.0	2	-	-
SC-2	16.5	3	-	-	16.6	3
SC-3	11.7	1	-	-	-	-
SC-4	23.2	3	3.3	1	-	-
SC-5	120.2	4	-	-	120.2	4
SC-6	50.5	2	50.6	3	-	-
SC-7	27.0	4	-	-	6.0	1
SC-8	31.2	1	-	-	-	-
SC-9	3.0	1	-	-	3.0	1
SC-10	89.3	3	8.3	1	-	-
SC-11	166.3	5	-	-	154.4	5
SC-12	3.7	1	-	-	-	-
SC-13	98.0	5	10.0	2	-	-
SC-14	13.3	1	13.3	1	-	-
SC-15	-	-	-	-	-	-
SC-16	26.5	3	3.3	1	-	-
SC-17	-	-	-	-	-	-
SC-18	11.1	1	-	-	-	-
Totals	740.1	-	34.9	-	300.2	-

^a Artifact densities are normalized to standard volume of 1 cubic foot.

top seven feet of these four cores could represent at least two episodes of building demolition, surface reworking, and new construction.

Within Set A there was a twenty-fold drop in artifact density relative to the vactored fill to just under 35 items per cubic foot (Table 4-3); this decrease is also associated with a low diversity of material types within any single core.

On the other hand, the portion of the historic fill between Set A and the basal contact with the former tideflats surface shows a notable increase in artifact density to about 300 items per cubic foot, an amount that is approximately one-half of the recovery from the upper portion of the cores above Set A. Most of this increase in density is accounted for by SC-5 and SC-11; in addition, the diversity of material types for these two cores also increases with the increase in density.

Chronology

The two chronologically sensitive artifacts were characterized by dates of manufacture spanning relatively long time spans (Table 4-4). The sandy depositional context and the estimated post-1930s age range for the bullet (Catalog # 267-1) found at about 10 fbs in SC-2 is consistent with the final stages of tideflat filling. The bottle base (Catalog #33-1) was found in massive mud at

TABLE 4-4. TEMPORALLY SENSITIVE ARTIFACTS.

BORE	BAG/SPECIMEN	DEPTH/FACIES	ARTIFACT DESCRIPTION	DATE RANGE	SOURCE
SC-2	267-1	10-11.1 fbs/Sand	Bullet	post-1930s	Carl Carlson-Drexler, personal communication
SC-7	33-1	18 fbs/Silt	Flasked base- molded bottle	c.1850-mid 1920s	Jones and Sullivan 1989

18 fbs in SC-7 and its manufacturing dates, ranging between the 1860s and the 1920s, are consistent with the period of most active filling on the tideflats.

Discussion

By the mid-1890s, material from the various regrade projects and dredge spoils from construction of the Duwamish East and West Waterways was being used to fill the tide flats along First Avenue South. By 1899, the area of South Royal Brougham Way (historically Connecticut Street) and west of Third Avenue South was filled and a fill platform had been constructed where Moran Shipyard built steamers for the Yukon Gold Rush (Figures 4-5 and 4-6). Fill also extended as far as the current intersection of First Avenue South and South Atlantic Street.

The southward advance of 1st Avenue South across the tideflats had the same effect on the hydrology and geomorphology of the tideflats that a naturally occurring prograding spit has along natural shorelines. The artificial spit was a barrier that sheltered the tideflat from wave and tidal energy, and in essence, created a lagoonal-type settling basin where fine sand, silt, and clay comprising the lithostratigraphic Set A was trapped rather than being transported off the intertidal zone into deeper water.

The archaeological materials recovered in the lower portions of the historic fill below Set A represent sporadic deposition before 1st Avenue S had advanced far enough to effectively block the tideflats. Though sample sizes are small, the relatively high artifact density and the higher numbers of artifact types found in SC-5 and SC-11 are archaeologically interesting in this respect because the area of these two boreholes may represent primary discard locations during an early period when unregulated sporadic dumping was common. The overlying Set A, from which few artifacts were recovered, probably accumulated relatively rapidly and is a good example of indirect environmental effects caused by human land use elsewhere in the landscape.

First Avenue South was initially a planked roadway extending from Denny Island. By 1916 there were railroads built on trestles along Fifth Avenue South and between Third Avenue South and Occidental Avenue South. The areas north and south of South Royal Brougham Way and west of Third Avenue South were home to tracks and buildings of the Great Northern Railway,

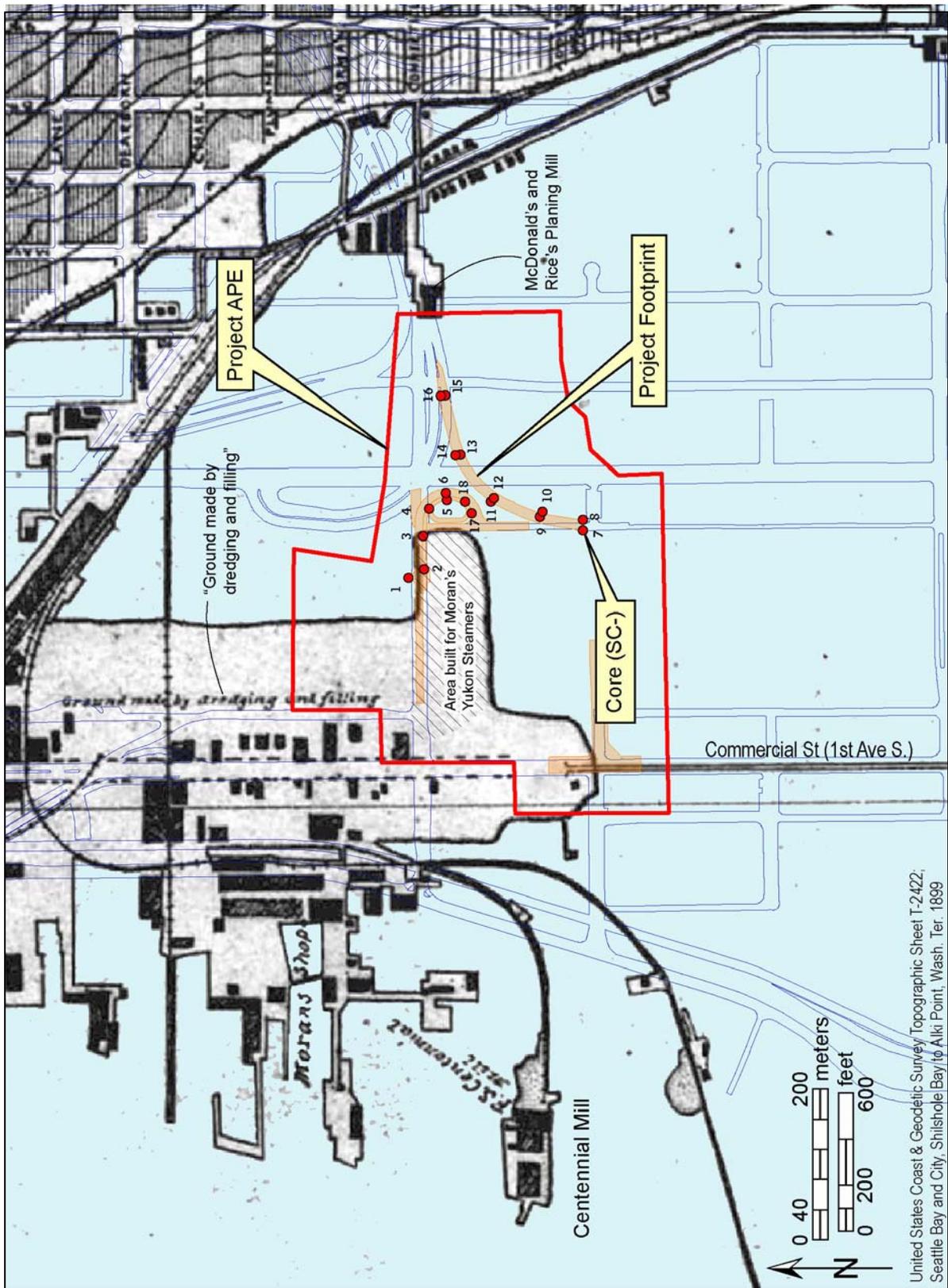


FIGURE 4-5. MAP SHOWING THE PROGRESSION OF THE FILLING OF THE TIDE FLATS IN THE PROJECT VICINITY, 1899

Tideflats from Beacon Hill, 1889. MOHAI Photo Collection, Image SHS 835; photograph by Anders Wise.

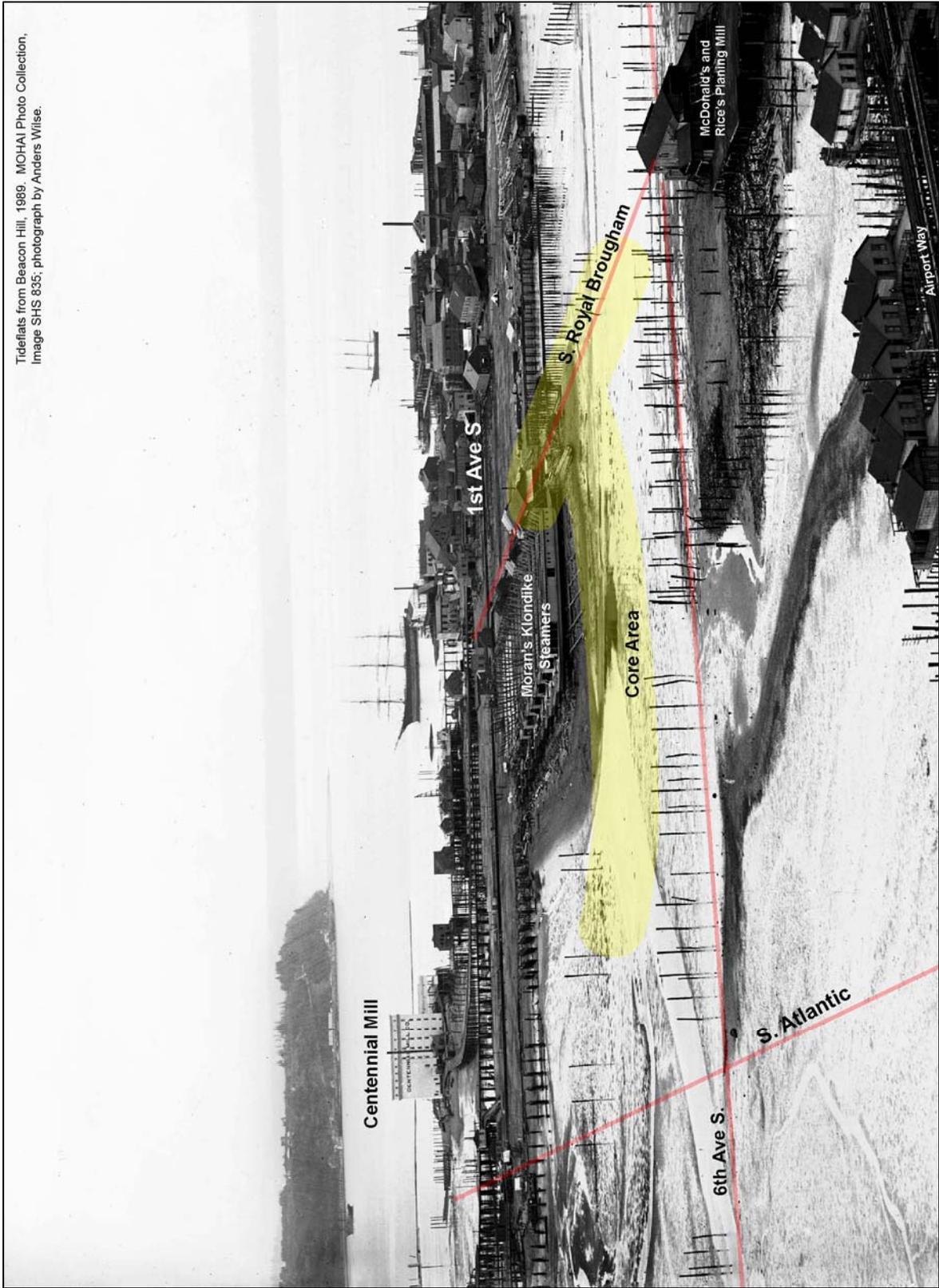


FIGURE 4-6. OVERVIEW OF THE TIDE FLATS, 1898, SHOWING CONDITIONS IN THE PROJECT VICINITY.

and the southwest corner of First Avenue South and South Atlantic Street was the location of the Chicago, Milwaukee and St. Paul Railway tracks and freight depot. The shanties and houses that had been built in the area around 1904 were gone by 1916, but First Avenue South still hosted industrial and commercial enterprises, such as junk businesses, machine shops, storage warehouses, and Gray Brothers carriage and wagon parts.

The 1916 Sanborn Fire Insurance Map of the block west of 4th Ave South (Appendix C) shows no buildings or structures had been built in the block by that time, and 4th Ave South was elevated on a trestle about 27 feet above a remnant area of shallow open tideflat. By as late as 1950, after the tideflat in this area was filled, there were still only a few commercial establishments, such as a grocery (SC- 5 and -6), a cold storage warehouse (just north of SC-17 and -18) and a restaurant (east of SC-9 and -10), occupying the block. The bulk of the historical archaeological materials were found in the upper 10 feet of the historic fill overlying Set A and the relative highest densities of artifacts occur in the upper 3 to 10 fbs in the vicinity of former buildings and structures. These artifacts presumably represent reworking and demolition material from razing of the buildings, as well as demolition from razing the Kingdome.

Chapter 5 Recommendations

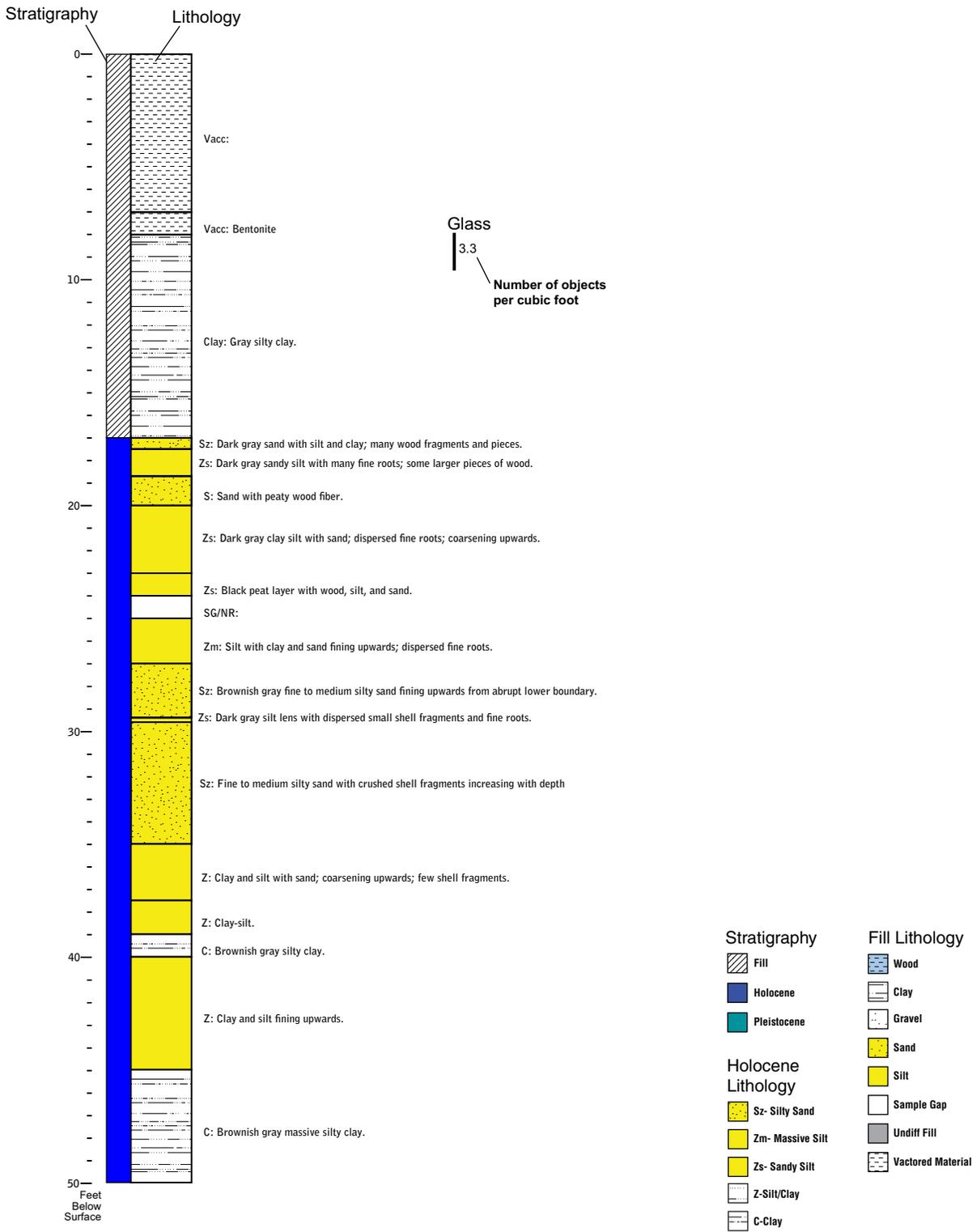
- 1) The coring locations in the areas of Boreholes SC-5 and SC-11 should be archaeologically monitored between 16 and 25 fbs, and means provided for the onsite archaeologist to recover any data related to archaeological resources. The excavated spoils should be kept separated from the other shaft spoils;
- 2) Excavations for the proposed signal pole and catch basin at the southeast corner of 1st Ave S and South Atlantic Street would extend into the upper historic fill in an area noted in the Cultural Resources Discipline Report (Hudson et al. 2007) to have contained a number of shanties near the area of Shacktown. Materials from backhoe trenching to install the catch basin and from augering for the signal pole should be investigated to recover any archaeological data and;
- 3) An Unanticipated Discovery Plan (UDP) should be drawn up and made available to construction personnel onsite. The plan would include a list of contacts and protocols to follow in the event archaeological materials, human remains, or mortuary goods are unearthed during implementation of the project.

Chapter 6 References

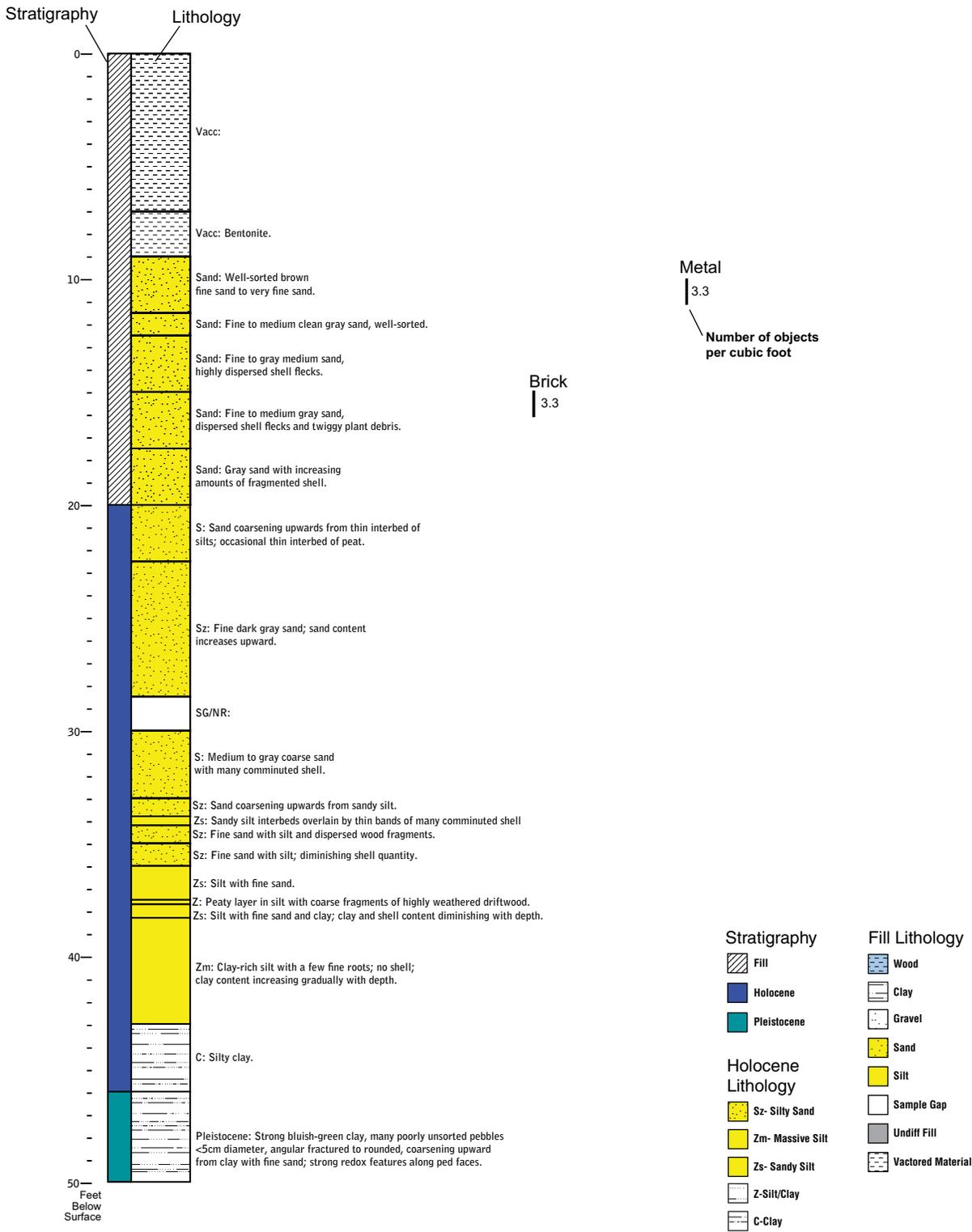
- Hudson, Lorelea. 2007. *SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor*. Draft Prepared for U.S. Department of Transportation Federal Highway Administration and the Washington State Department of Transportation. Northwest Archaeological Associates, Inc./The Environmental History Company, Seattle.
- Jones, Olive and Catherine Sullivan. 1989. *The Parks Canada Glass Glossary*. Minister of Supply and Services, Canada.
- Miss, Christian J., Emily Matson, Alicia Valentino, and Charles M. Hodges. 2007. *SR 99 Alaskan Way Viaduct & Seawall Replacement Project Draft Results of the Archaeological Core Collection Program, Phase I*. Northwest Archaeological Associates, Inc./The Environmental History Company, Seattle.

APPENDIX A: Core Logs

SC-1

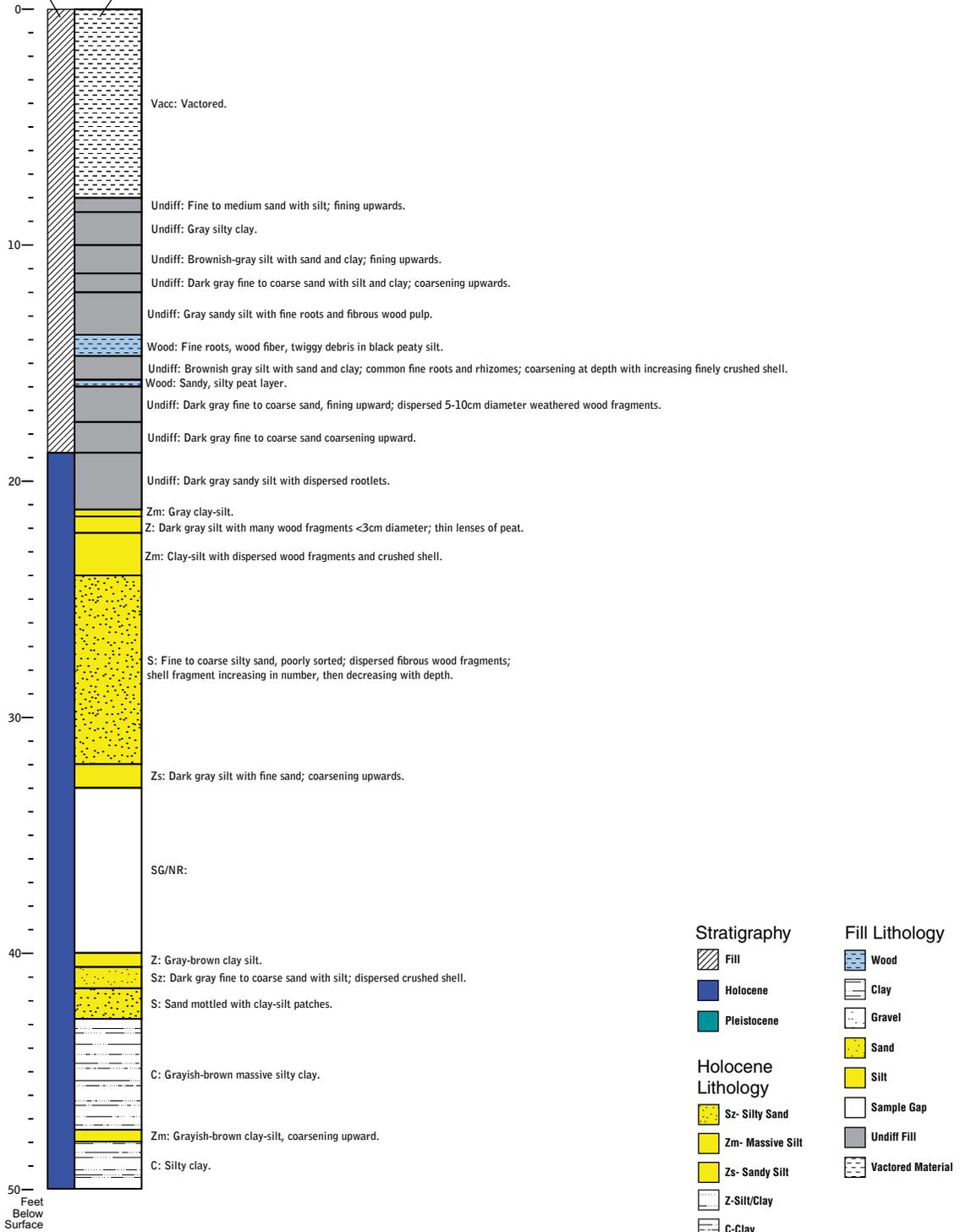


SC-2



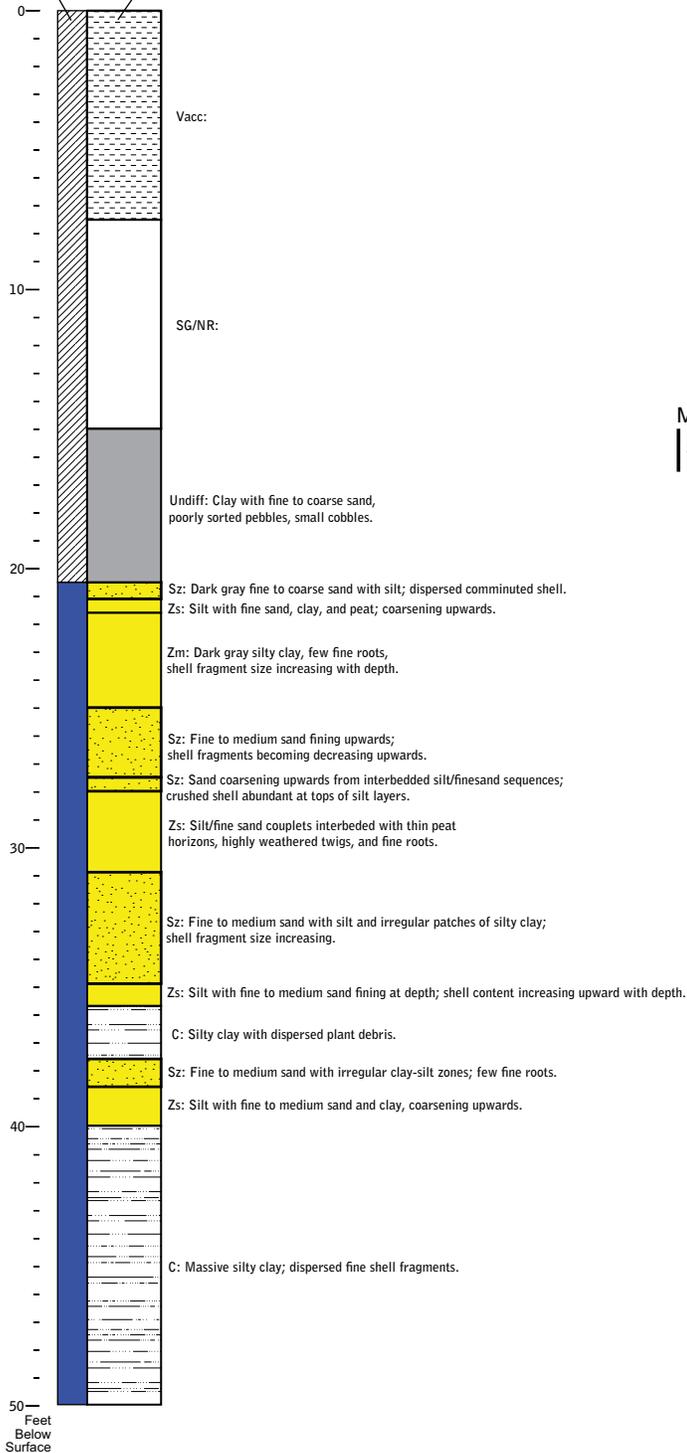
SC-3

Stratigraphy Lithology

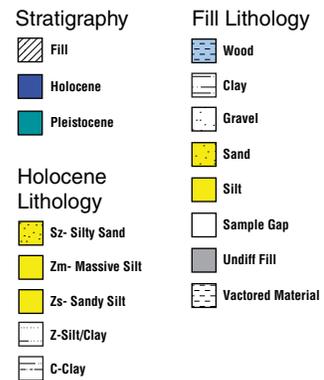


SC-4

Stratigraphy Lithology



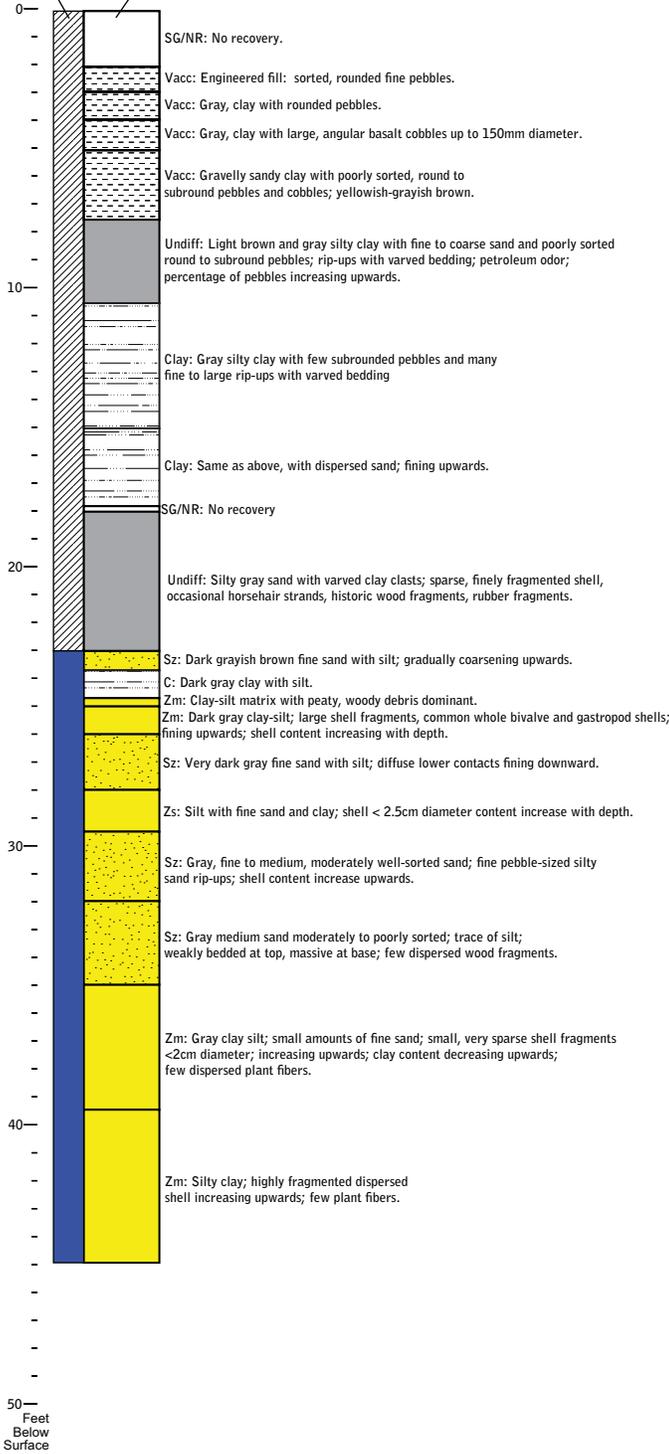
Metal
3.3
Number of objects per cubic foot



SC-5

Stratigraphy

Lithology

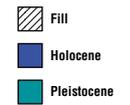


Metal



Number of objects per cubic foot

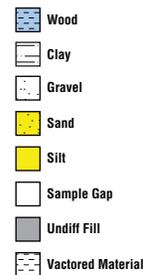
Stratigraphy



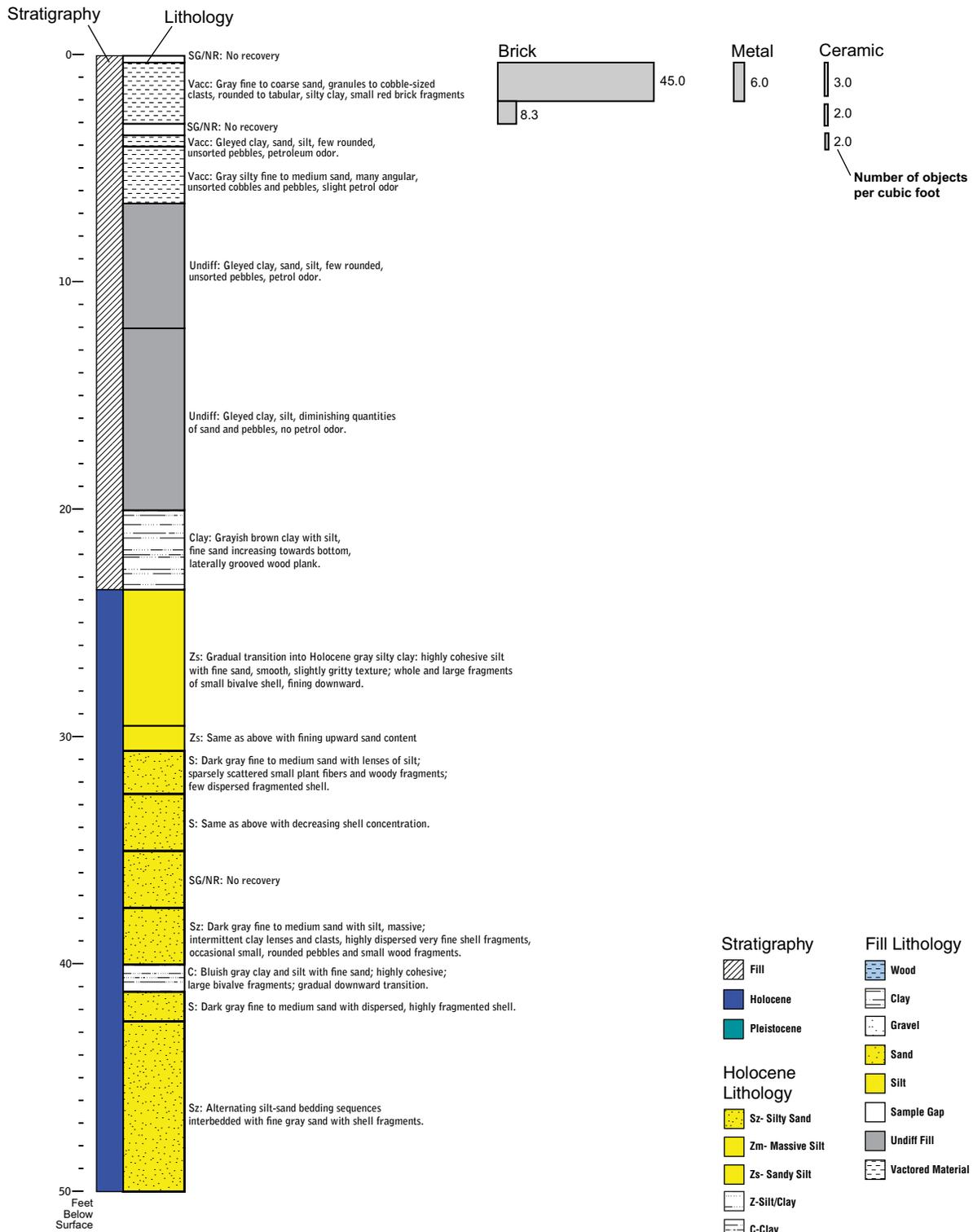
Holocene Lithology



Fill Lithology



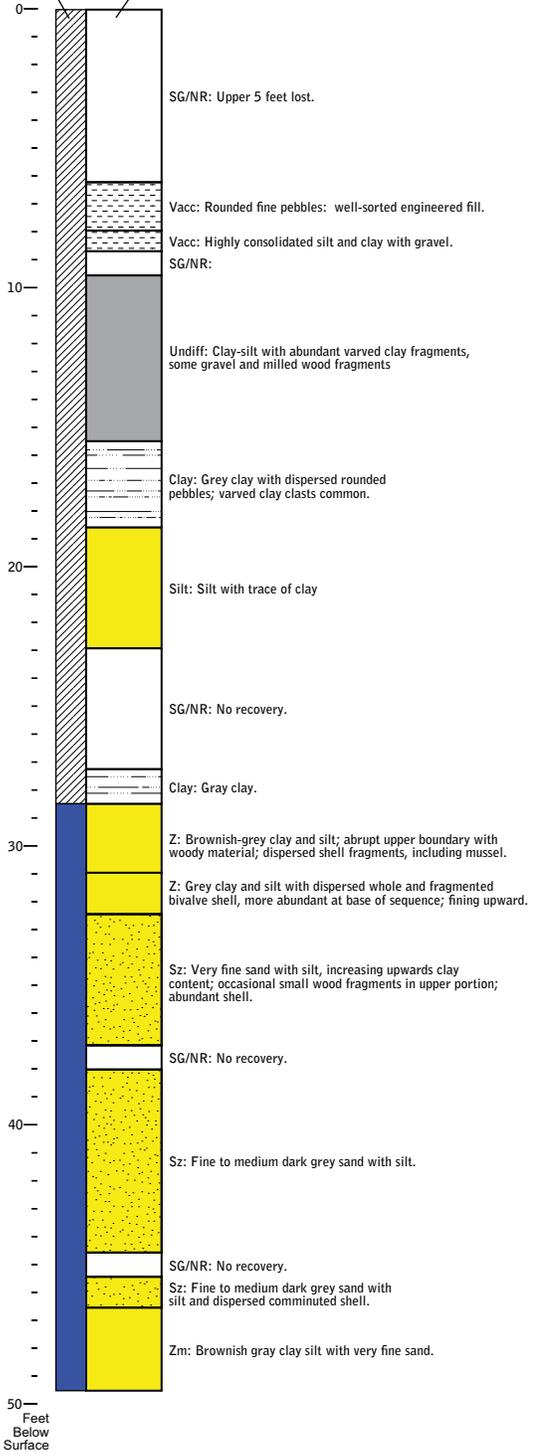
SC-6



SC-7

Stratigraphy

Lithology



Brick
12.0
Number of objects per cubic foot

Glass
6.0

Stratigraphy

- Fill
 - Holocene
 - Pleistocene
- ## Holocene Lithology
- Sz- Silty Sand
 - Zm- Massive Silt
 - Zs- Sandy Silt
 - Z-Silt/Clay
 - C-Clay

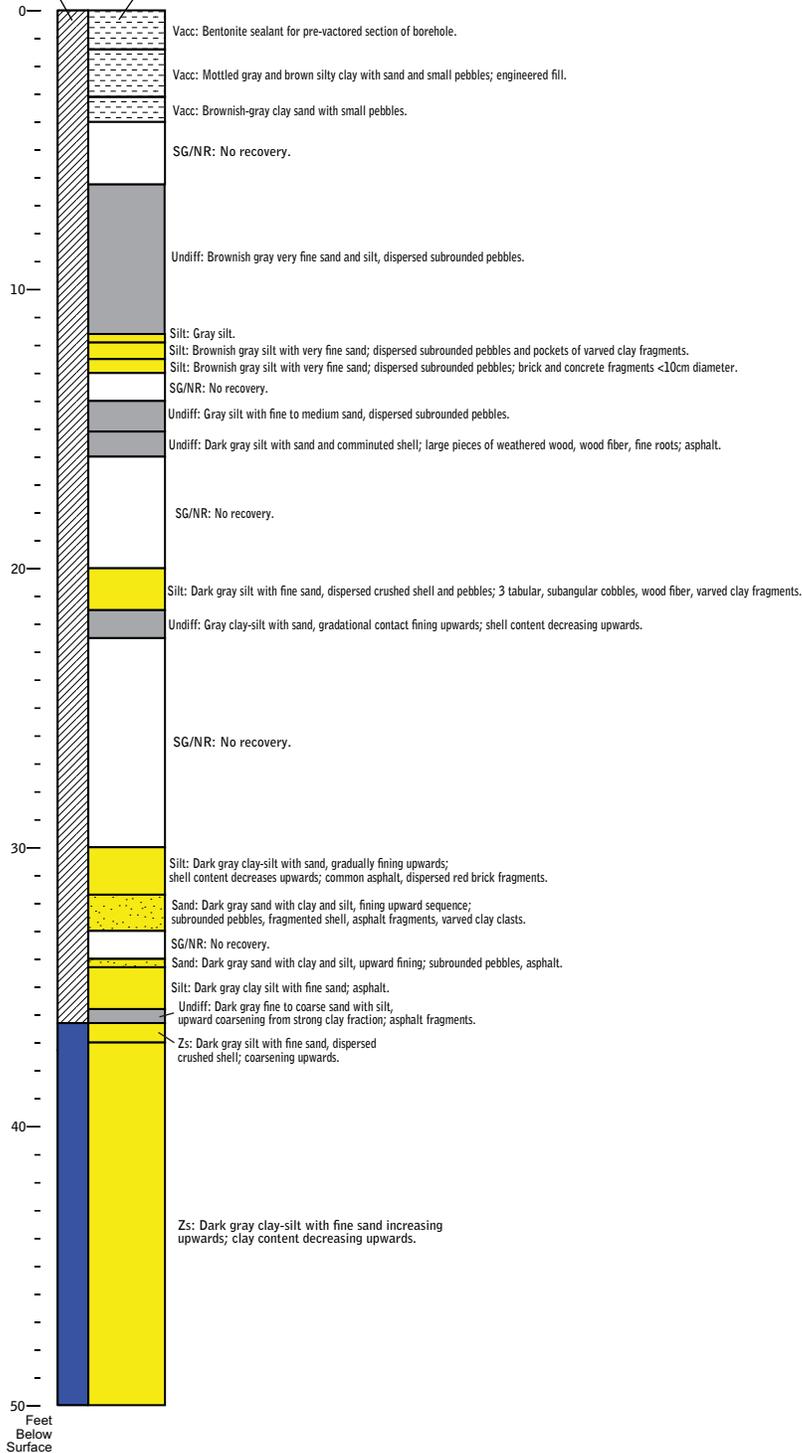
Fill Lithology

- Wood
- Clay
- Gravel
- Sand
- Silt
- Sample Gap
- Undiff Fill
- Vactored Material

SC-8

Stratigraphy

Lithology



Brick
22.2
Number of objects per cubic foot

Brick
9.0

Stratigraphy

- Fill
- Holocene
- Pleistocene

Holocene Lithology

- Sz- Silty Sand
- Zm- Massive Silt
- Zs- Sandy Silt
- Z-Silt/Clay
- C-Clay

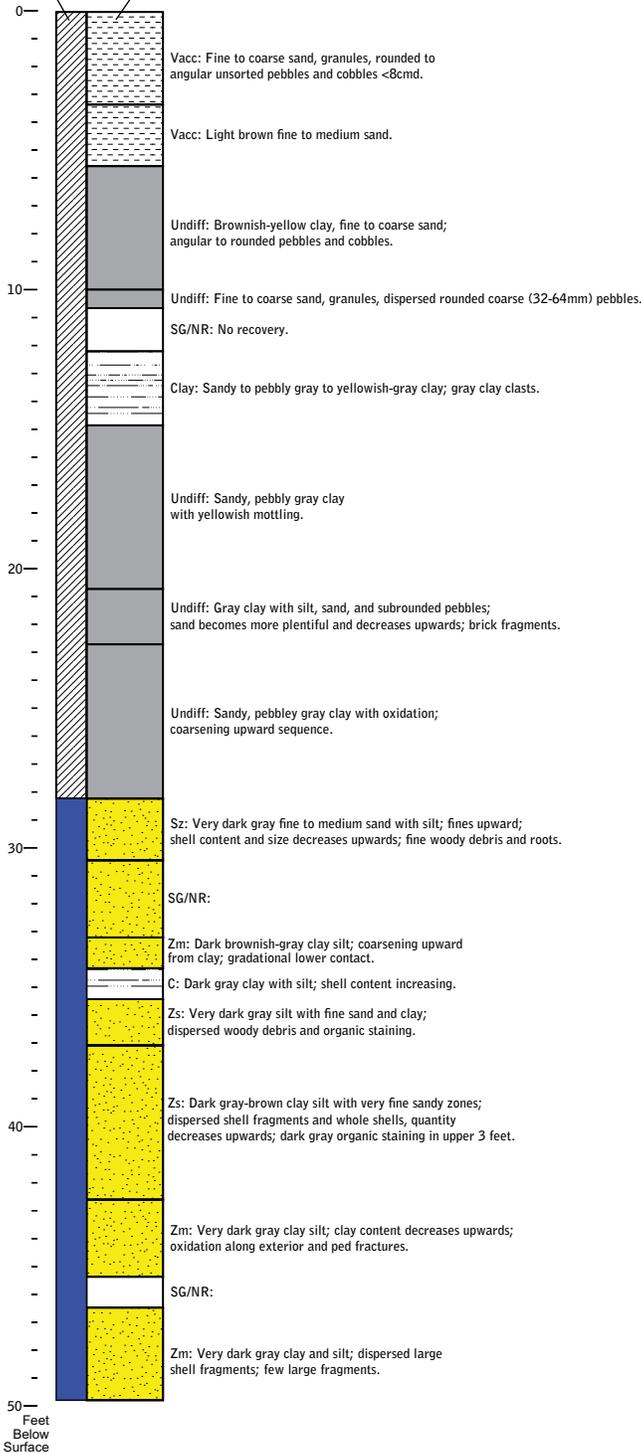
Fill Lithology

- Wood
- Clay
- Gravel
- Sand
- Silt
- Sample Gap
- Undiff Fill
- Vactored Material

SC-9

Stratigraphy

Lithology



Glass

18.5

87.6

12.0

Ceramic

3.0

Number of objects per cubic foot

Stratigraphy

- Fill
- Holocene
- Pleistocene

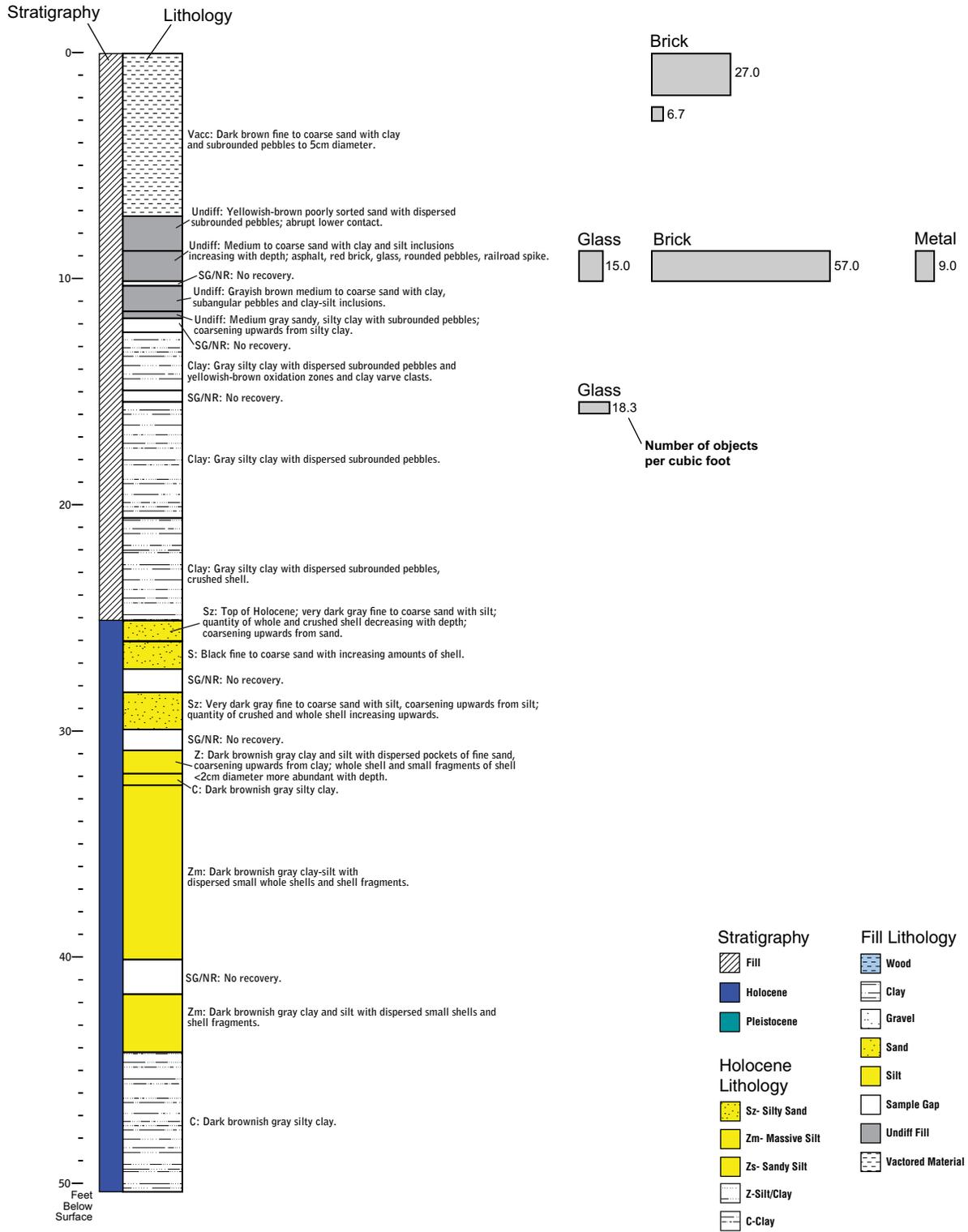
Holocene Lithology

- Sz- Silty Sand
- Zm- Massive Silt
- Zs- Sandy Silt
- Z-Silt/Clay
- C-Clay

Fill Lithology

- Wood
- Clay
- Gravel
- Sand
- Silt
- Sample Gap
- Undiff Fill
- Vactored Material

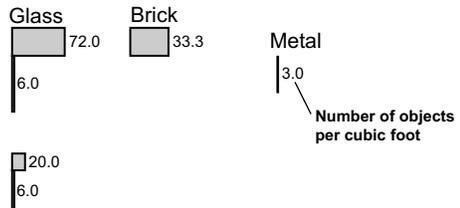
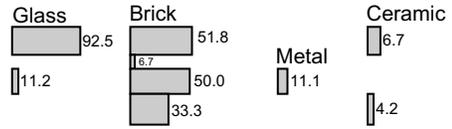
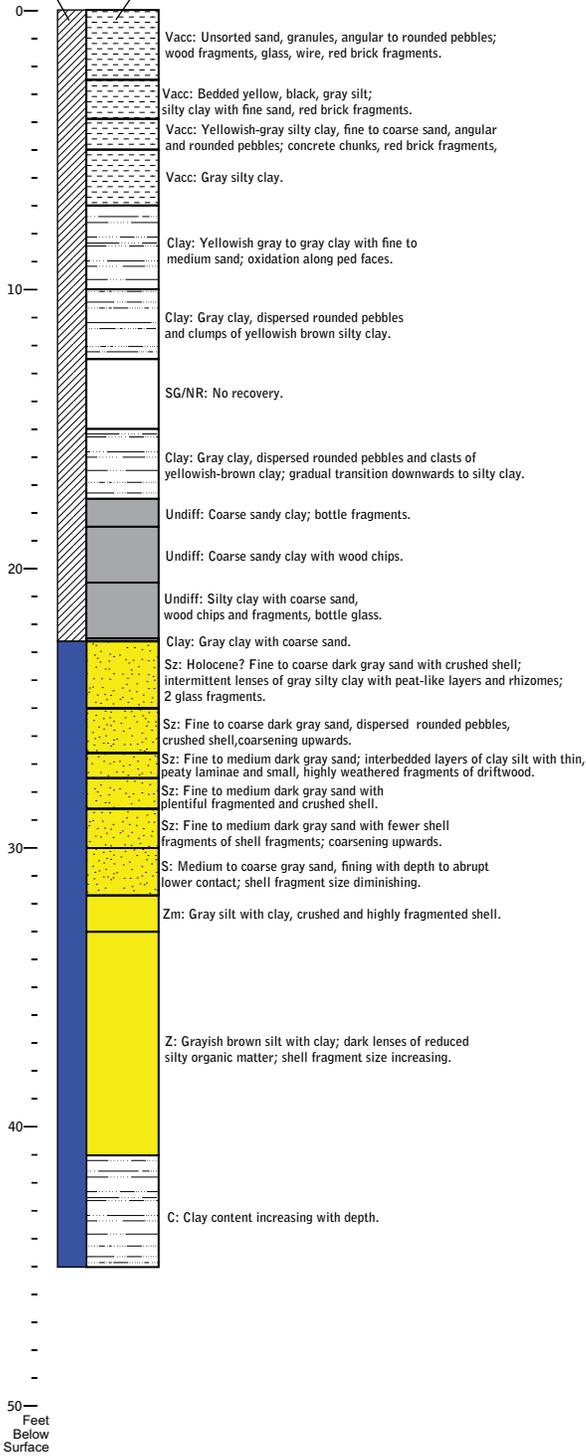
SC-10



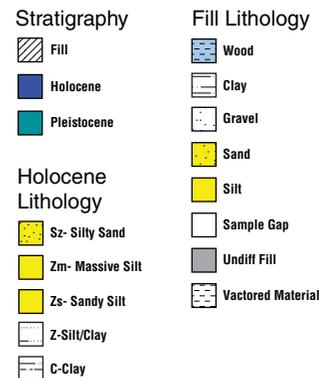
SC-11

Stratigraphy

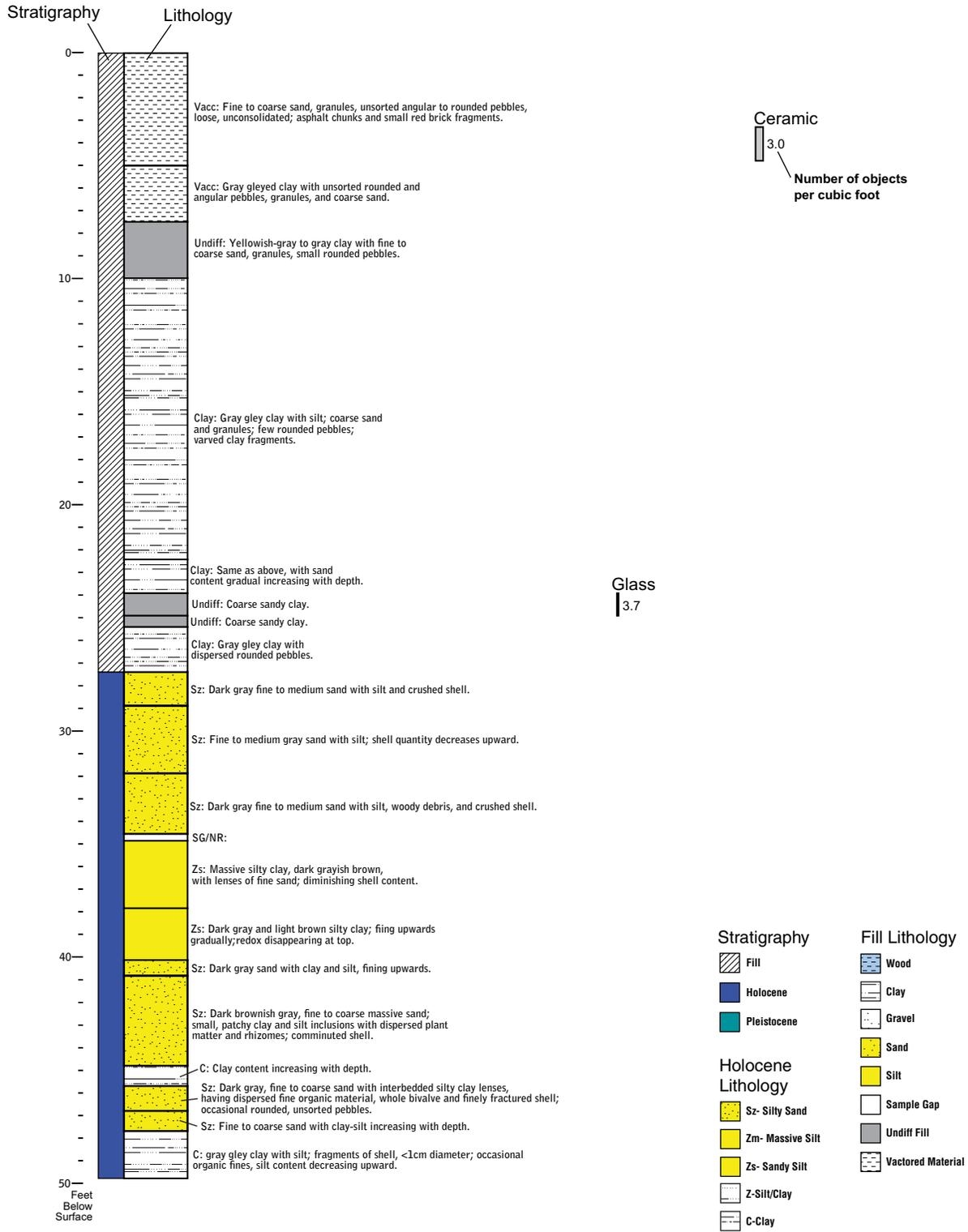
Lithology



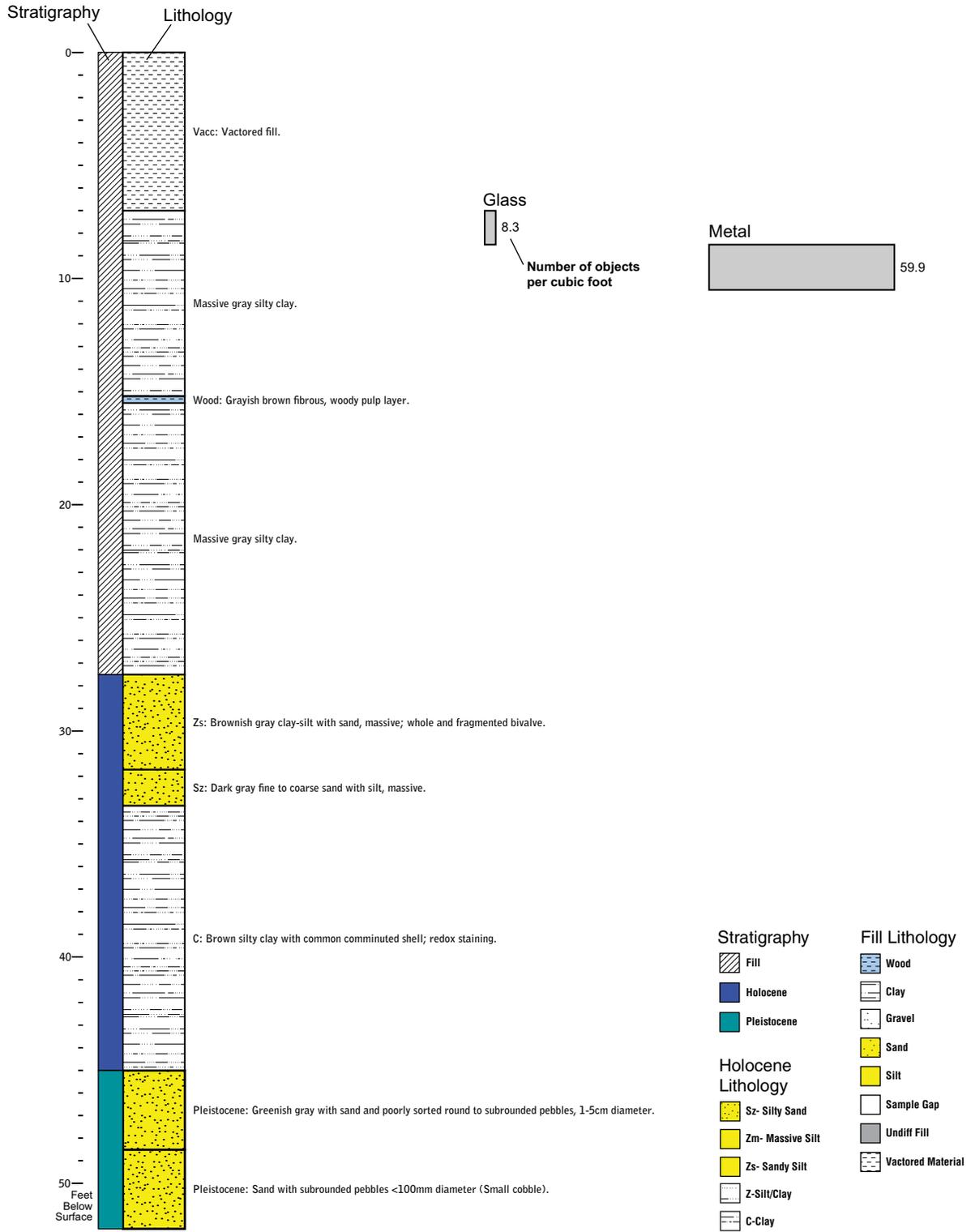
Number of objects per cubic foot



SC-12



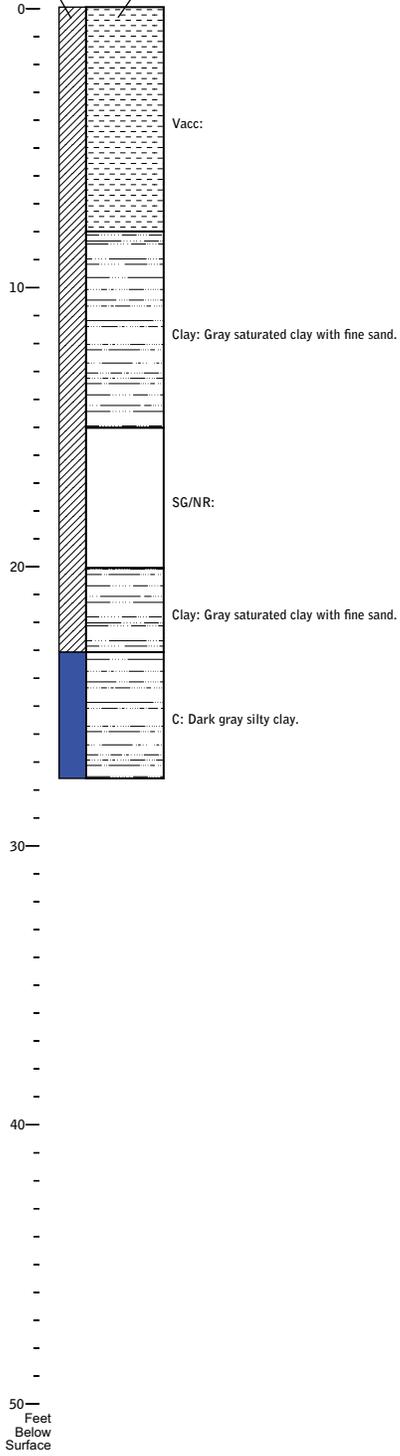
SC-13



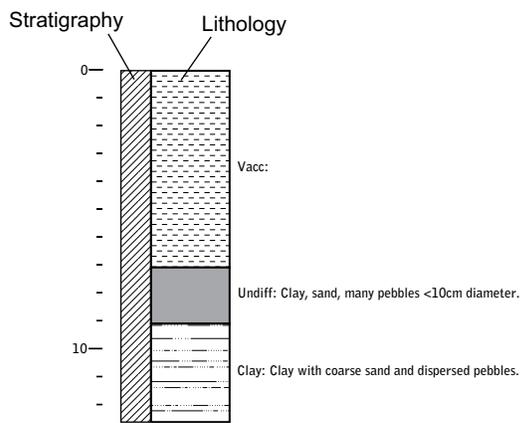
SC-14

Stratigraphy

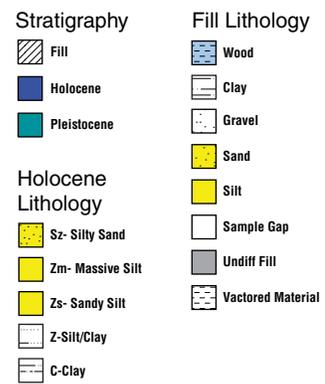
Lithology



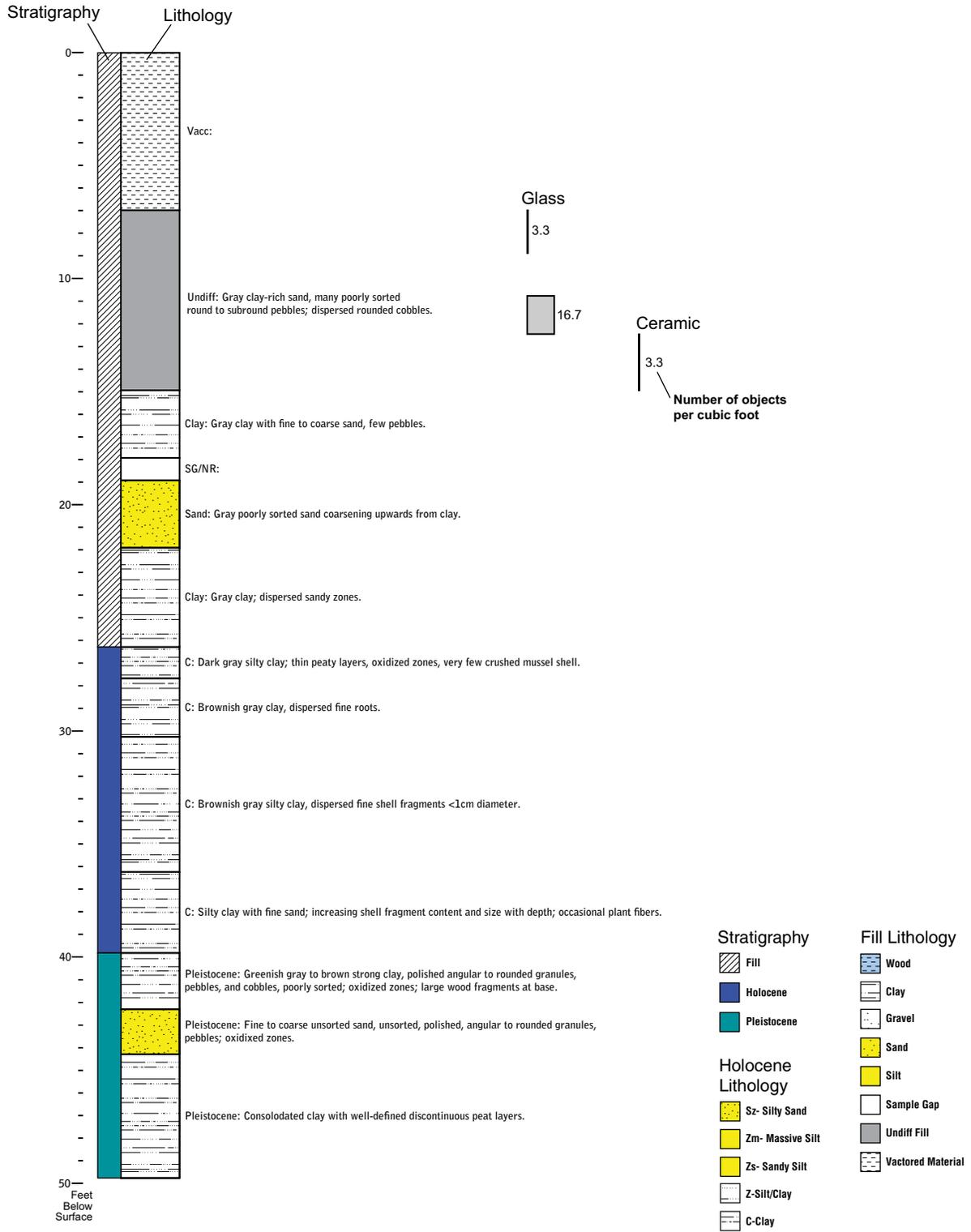
SC-15



0
 10
 20
 30
 40
 50
 Feet
 Below
 Surface



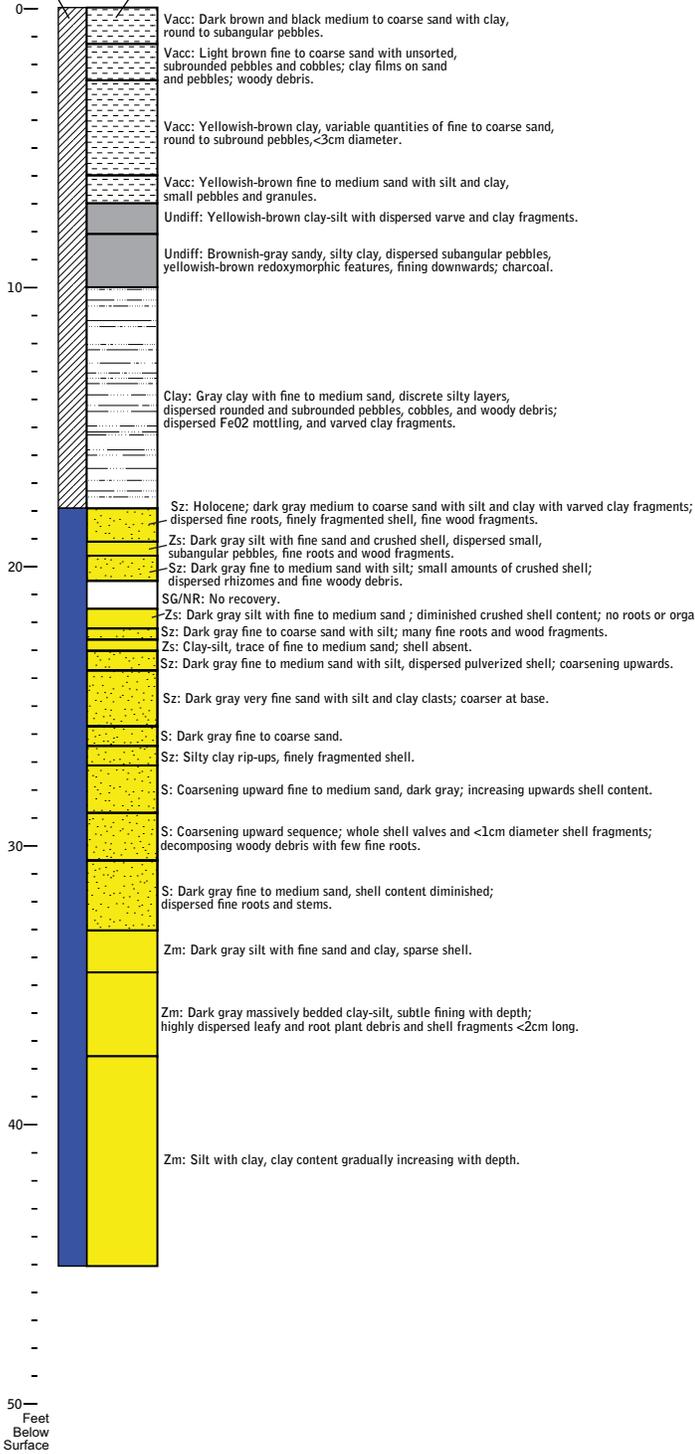
SC-16



SC-17

Stratigraphy

Lithology



Metal 24.0

Glass 41.6

Number of objects per cubic foot

Stratigraphy

- Fill
- Holocene
- Pleistocene

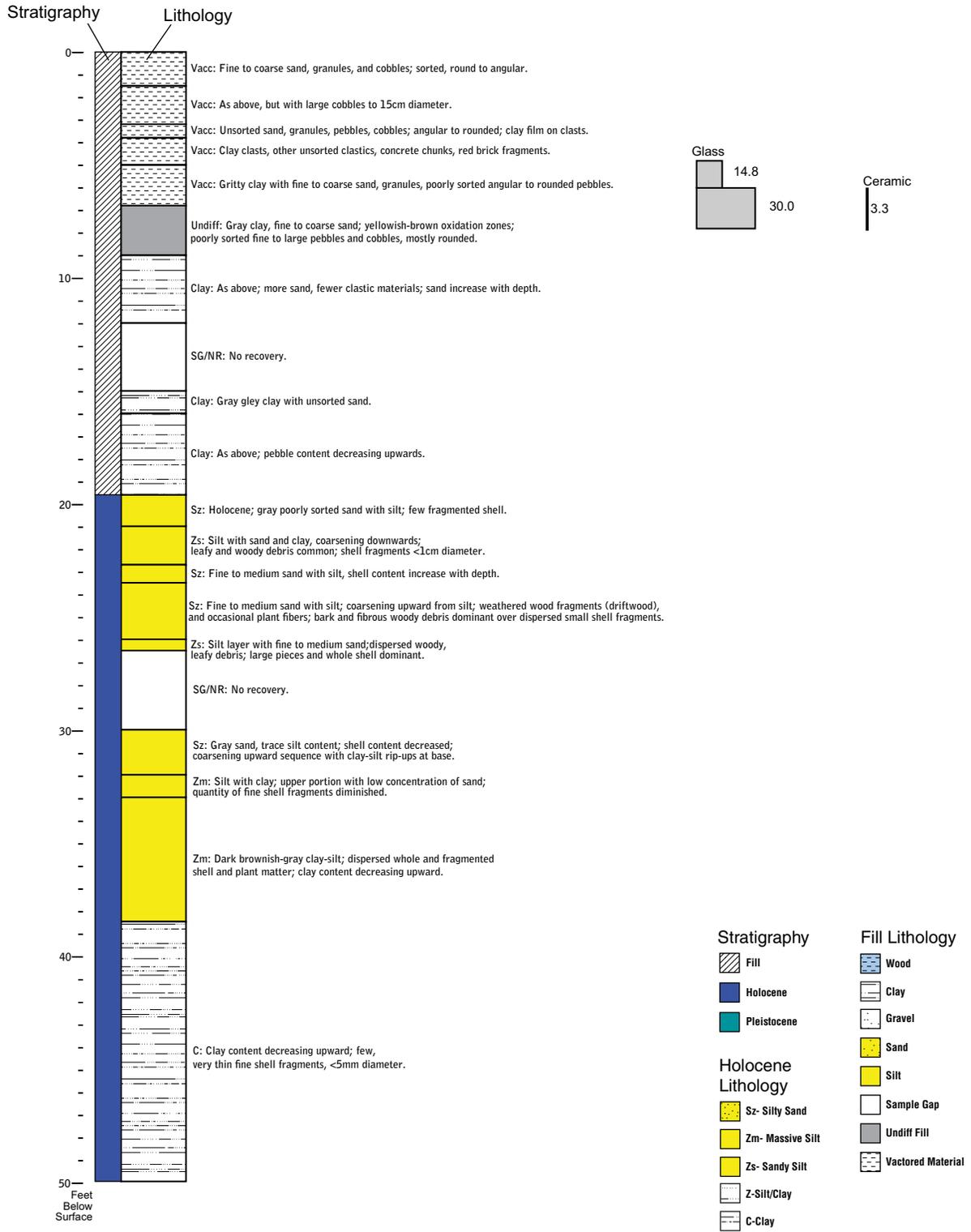
Holocene Lithology

- Sz- Silty Sand
- Zm- Massive Silt
- Zs- Sandy Silt
- Z-Silt/Clay
- C-Clay

Fill Lithology

- Wood
- Clay
- Gravel
- Sand
- Silt
- Sample Gap
- Undiff Fill
- Vactored Material

SC-18



APPENDIX B: Analyses

TABLE OF CONTENTS

CATALOG CODES KEY	B-5
MATERIAL / FORM / TYPE CODES:	B-5
SHELL SUMMARY.....	B-14
TABLE B-1. ARTIFACT CATALOG.....	B-6
TABLE B-2. SHELL CATALOG.....	B-15

Catalog Codes Key

- BORE #:** the borehole
- BAG #:** the bag number assigned to the sample.
- SPEC # (specimen number):** a numerical value assigned sequentially to different material types recovered in the sample.
- WGT:** the total weight of the specimen in grams.
- VOL:** the volume of the sample from which the artifacts were collected in cubic feet. The sample volume is typically a third of a cubic foot but is sometimes less, depending on the volume of the sampled facies.
- TOP:** the top depth of the sample, measured in feet below surface (fbs) of the borehole.
- BOT:** the bottom depth of the sample, measured in feet below surface (fbs) of the borehole.
- MAT** the material type of the item (see below)
- FRM:** the form of the item, as selected from the corresponding material (see below).
- TYP:** the type of item, as selected from the corresponding material and form (see below).
- COUNT:** the number of items per specimen.
- COUNT/FT3:** the quantity of a specimen per cubic foot. This column measures average count per volume derived from a normalized sample size.
- WGT/FT3:** the weight of a specimen per cubic foot. This column measures average weight per cubic foot derived from a normalized sample size.
- COMMENTS:** additional comments about a specimen, such as type of seed, embossing or markers on the item, condition, etc.

Material / Form / Type Codes:

MATERIAL

FORM

TYPE

BOT-BOTANICAL

SED-Seed

FAU-Faunal

BRD - Bird Bone

FSH - Fish Bone

MAM - Mammal Bone

BRN - Burned (same for all FAU)

SHL -Shell

UNK -Unknown

CER -CERAMICS

BRK -Brick

TER-Terra cotta (same for all CER)

ETH -Earthenware (same for all CER)

GLA-Glazed

UND-Undecorated

UTL -Utilitarian (insulators, water/sewer pipe)

GLS -GLASS

BAB -Automatic Machine Base

BHB -Handmade Bottle Bottom

CHM -Chimney Glass

FLT -Flat or Window Glass

UNB -Unknown Process Bottle

CLR -Colorless (same for all GLS)

PNT-Painted (same for all GLS)

BRN -Brown (same for all GLS)

BRN -Green (same for all GLS)

HON -Honey or straw colored (same for all GLS)

MTL-METAL

NAI -Nail

WIR -Round, wire nail

SQU -Square nail

SCR -Scrap

UNK -Unknown

SPK -Spike

RLR - Railroad

OTH -OTHER

RUB -Rubber

UNK -Unknown form or function

TXT -Textile

FLT-Felt

PAP-Newspaper

PCH - PETROCHEMICAL

COL -Coal

FUE -Fuel

SAM - SAMPLE

C14 -Carbon 14 sample

WOD - WOOD

MIL -Milled

OTH -other

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC01	225	1	1.2	0.33	8	9.5	GLS	UNB	CLR	1	3.3	4.0	
SC01	225	2	0.1	0.33	8	9.5	FAU	SHL	-	-	-	0.3	
SC01	226	-	-	0.33	9.5	11	-	-	-	-	-	-	No recovery
SC01	227	1	0.1	0.33	14	16	FAU	SHL	-	-	-	0.3	Barnacle
SC01	228	-	-	0.15	16	17	-	-	-	-	-	-	No recovery
SC01	229	1	94.1	0.36	17	17.5	WOD	MIL	-	3	8.4	263.5	
SC01	229	2	18.2	0.36	17	17.5	FAU	FSH	-	8	22.4	51.0	six salmon bone and two salmon vertebrae
SC01	230	1	0.1	0.33	17.5	18.7	FAU	FSH	-	1	3.3	0.3	salmon cranial bone
SC01	230	2	0.1	0.33	17.5	18.7	FAU	SHL	-	-	-	0.3	Mussel
SC01	231	-	-	0.33	18.7	20	-	-	-	-	-	-	No recovery
SC01	232	1	0.1	0.33	20	21.5	FAU	SHL	-	-	-	0.3	Clam
SC01	233	-	-	0.33	21.5	23	-	-	-	-	-	-	No recovery
SC01	234	-	-	0.33	23	24	-	-	-	-	-	-	No recovery
SC01	235	1	9.9	0.33	25	26	FAU	SHL	-	-	-	33.0	Clam, mussel
SC01	236	1	2.2	0.33	26	27	FAU	SHL	-	-	-	7.3	
SC02	266	1	7.3	0.33	9	10	FAU	SHL	-	-	-	24.3	Oyster, clam
SC02	267	1	7.9	0.33	10	11.1	MTL	AMM	BUL	1	3.3	26.3	bullet; 1957+, Carl Carlson-Drexler, personal communication
SC02	267	2	3.7	0.33	17.9	18	FAU	SHL	-	-	-	12.3	Barnacle, mussel
SC02	268	-	-	0.12	11.1	11.5	-	-	-	-	-	-	No recovery
SC02	269	1	0.2	0.33	11.5	12.5	FAU	SHL	-	-	-	0.7	Mussel, clam
SC02	270	-	-	0.33	12.5	13.2	-	-	-	-	-	-	No recovery
SC02	271	1	0.9	0.33	13.2	14.2	FAU	SHL	-	-	-	3.0	Barnacle
SC02	272	1	0.3	0.33	14.2	15	FAU	SHL	-	-	-	1.0	Barnacle
SC02	273	1	0.1	0.33	15	16	CER	BRK	-	1	3.3	0.3	
SC02	273	2	0.1	0.33	15	16	CER	MOR	-	1	3.3	0.3	
SC02	273	3	2.1	0.33	15	16	FAU	SHL	-	-	-	7.0	Barnacle, clam
SC02	274	1	0.3	0.33	16	16.9	CER	MOR	-	1	3.3	1.0	
SC02	274	2	1.3	0.33	16	16.9	FAU	SHL	-	-	-	4.3	Barnacle, mussel
SC02	275	1	1	0.33	16.9	17.9	FAU	SHL	-	-	-	3.3	Barnacle
SC02	276	-	-	0.33	17.9	18	-	-	-	-	-	-	No recovery
SC02	277	1	0.1	0.33	18	19	CER	MOR	-	1	3.3	0.3	
SC02	277	2	6	0.33	18	19	FAU	SHL	-	-	-	20.0	Barnacle, mussel
SC02	278	1	7.2	0.33	19	20	FAU	SHL	-	-	-	24.0	Barnacle, clam, mussel
SC02	279	1	0.2	0.33	20	21	FAU	SHL	-	-	-	0.7	Clam, mussel
SC02	280	1	1.5	0.33	21	22	FAU	SHL	-	-	-	5.0	Clam
SC03	196	-	-	0.12	8	8.6	-	-	-	-	-	-	No recovery
SC03	197	1	0.2	0.33	8.6	10	FAU	MAM	BRN	1	3.3	0.7	bone shaft, charred
SC03	198	-	-	0.27	10	11.2	-	-	-	-	-	-	No recovery
SC03	199	1	0.5	0.12	11.2	12	FAU	BRD	-	1	8.4	4.2	sternum fragment
SC03	199	2	0.1	0.12	11.2	12	FAU	SHL	-	-	-	0.8	Mussel, clam
SC03	200	1	1	0.33	12	13.5	FAU	SHL	-	-	-	3.3	Barnacle
SC03	201	1	0.1	0.12	13.8	14	FAU	SHL	-	-	-	0.8	Barnacle, mussel
SC03	202	-	-	0.24	14	14.7	-	-	-	-	-	-	No recovery
SC03	203	-	-	0.33	14.7	15.7	-	-	-	-	-	-	No recovery
SC03	204	-	-	0.12	15.7	16	-	-	-	-	-	-	No recovery
SC03	205	1	0.1	0.33	16	17.5	FAU	SHL	-	-	-	0.3	Barnacle
SC03	206	1	0.1	0.33	17.5	18.8	FAU	SHL	-	-	-	0.3	Barnacle
SC03	207	-	-	0.06	18.8	19.1	-	-	-	-	-	-	No recovery
SC03	208	-	-	0.33	19.1	20	-	-	-	-	-	-	No recovery
SC04	252	1	191.1	0.33	3.5	4.5	WOD	MIL	-	1	3.3	636.4	disked
SC04	252	2	6.5	0.33	3.5	4.5	FAU	MAM	BRN	8	26.6	21.6	charred mammal bone frags

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC04	252	3	0.4	0.33	3.5	4.5	FAU	SHL	-	-	-	1.3	Clam
SC04	253	-	-	0.33	4.5	5.6	-	-	-	-	-	-	No recovery
SC04	254	1	936.8	0.33	15	16.5	MTL	CST	-	1	3.3	3119.5	piece of machinery, flat with hinge, shaped by drill rig
SC04	255	-	-	0.33	19.5	20	-	-	-	-	-	-	No recovery
SC04	256	1	38.1	0.33	20	21.6	WOD	MIL	-	5	16.7	126.9	flat, but not lath, cut to fit a space, molding?
SC04	256	2	0.1	0.33	20	21.6	FAU	SHL	-	-	-	0.3	Clam
SC04	257	1	0.5	0.33	21.6	23	TXT	FAB	-	1	3.3	1.7	
SC04	257	2	0.2	0.33	21.6	23	FAU	SHL	-	-	-	0.7	Barnacle, clam
SC04	258	1	0.3	0.33	23	24.5	FAU	SHL	-	-	-	1.0	Clam
SC04	259	1	12.1	0.33	24.5	25.5	FAU	SHL	-	-	-	40.3	Clam, barnacle
SC04	260	1	11.9	0.33	25.5	26.5	FAU	SHL	-	-	-	39.6	Clam
SC04	261	1	6.7	0.24	26.5	27	FAU	SHL	-	-	-	27.5	Barnacle, clam, mussel
SC04	262	1	98.4	0.3	27	28	FAU	SHL	-	-	-	327.7	Clam, mussel, barnacle
SC04	263	1	39.8	0.33	28	29	FAU	SHL	-	-	-	132.5	Mussel, barnacle, clam
SC04	264	1	5	0.06	29	29.4	FAU	SHL	-	-	-	83.5	Mussel, barnacle, clam
SC04	265	1	10.3	0.33	29.4	30.5	FAU	SHL	-	-	-	34.3	Barnacle, mussel
SC05	85	-	-	0.06	2	2.9	-	-	-	-	-	-	No recovery
SC05	86	-	-	0.24	2.9	3.9	-	-	-	-	-	-	No recovery
SC05	87	-	-	0.24	3.9	5.2	-	-	-	-	-	-	No recovery
SC05	88	1	20.5	0.33	5.2	7	OTH	FLT	-	2	6	61.5	
SC05	89	-	-	0.09	7	7.5	-	-	-	-	-	-	No recovery
SC05	90	-	-	0.33	7.5	9.5	-	-	-	-	-	-	No recovery
SC05	91	-	-	0.15	9.5	10.5	-	-	-	-	-	-	No recovery
SC05	92	-	-	0.33	13.5	15.4	-	-	-	-	-	-	No recovery
SC05	93	1	0.3	0.33	18	19.8	MTL	SCR	UNK	2	6	0.9	scrap, unidentifiable
SC05	93	2	1.8	0.33	18	19.8	FAU	SHL	-	-	-	5.4	Mussel, barnacle
SC05	93	3	0.1	0.33	18	19.8	OTH	RUB	-	2	6	0.3	
SC05	94	1	18.9	0.33	19.8	21.4	WOD	MIL	-	2	6	56.7	possible lath
SC05	94	2	1.7	0.33	19.8	21.4	FAU	SHL	-	-	-	5.1	Mussel, barnacle
SC05	94	3	5.3	0.33	20.1	20.1	FAU	MAM	BRN	2	6	15.9	small, flattened, rounded rectangular object broken in half; heavily oxidized and burned at a high temperature; possibly bone based on porosity
SC05	95	1	7.5	0.27	21.4	23	OTH	PAP	-	25	92.5	27.8	newspaper
SC05	95	2	0.1	0.27	21.4	23	FAU	SHL	-	-	-	0.4	Barnacle
SC05	95	3	1.5	0.27	21.4	23	FAU	BRD	-	1	3.7	5.6	vertebrae
SC05	96	1	2.4	0.33	23	23.7	FAU	SHL	-	-	-	7.2	Clam
SC05	97	1	-	-	23.7	24.7	SAM	C14	-	-	-	-	
SC05	98	1	28.4	0.33	25	26	FAU	SHL	-	-	-	85.2	Clam, barnacle, mussel
SC05	99	1	177.7	0.33	26	27.2	FAU	SHL	-	-	-	533.1	Clam
SC05	100	1	143.4	0.33	27.2	29.1	FAU	SHL	-	-	-	430.2	Clam, barnacle, mussel, limpet
SC05	101	1	19	0.12	29.1	29.5	FAU	SHL	-	-	-	158.3	Clam, barnacle, limpet
SC05	102	1	5.9	0.33	29.5	32	FAU	SHL	-	-	-	17.7	Clam, barnacle
SC06	1	1	0.2	0.33	0.3	2	MTL	SCR	UNK	2	6	0.6	shavings
SC06	1	2	19.2	0.33	0.3	2	CER	BRK	-	15	45	57.6	1 piece painted; all pieces have mortar
SC06	1	3	1.8	0.33	0.3	2	CER	ETH	GLA	1	3	5.4	tile fragment; green glaze unglazed
SC06	2	1	0.5	0.18	2	3	CER	ETH	UND	2	11.1	2.8	
SC06	2	2	8.3	0.18	2	3	CER	BRK	-	9	50.0	46.1	
SC06	3	1	4.7	0.15	3.5	4	CER	ETH	GLA	2	13.32	31.3	white glaze
SC06	4	-	-	0.33	4	6.5	-	-	-	-	-	-	No recovery

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC06	5	-	-	0.33	7.5	9.1	-	-	-	-	-	-	No recovery
SC06	6	-	-	0.15	12	14	-	-	-	-	-	-	No recovery
SC06	7	-	-	0.33	9.1	10	-	-	-	-	-	-	No recovery
SC06	8	-	-	0.33	10	11	-	-	-	-	-	-	No recovery
SC06	9	-	-	0.33	11	12	-	-	-	-	-	-	No recovery
SC06	10	-	-	0.21	14	15	-	-	-	-	-	-	No recovery
SC06	11	-	-	0.33	15	16.7	-	-	-	-	-	-	No recovery
SC06	12	-	-	0.15	16.7	17.5	-	-	-	-	-	-	No recovery
SC06	13	-	-	0.33	17.5	19	-	-	-	-	-	-	No recovery
SC06	14	-	-	0.24	19	20	-	-	-	-	-	-	No recovery
SC06	15	1	421.3	0.33	20	22.5	WOD	MIL	-	1	3	1263.9	molding, no nail marks
SC06	15	2	2.8	0.33	20	22.5	WOD	BMB	-	2	6	8.4	
SC06	16	1	6.5	0.24	22.5	23.5	WOD	MIL	-	9	37.4	27.0	shavings off metal
SC06	16	2	0.1	0.24	22.5	23.5	FAU	FSH	-	1	4.2	0.4	fragment
SC06	17	1	14.5	0.33	23.5	24.5	FAU	SHL	-	-	-	43.5	Clam, moon snail, barnacle
SC06	18	1	26.1	0.33	24.5	25.5	FAU	SHL	-	-	-	78.3	Clam, barnacle
SC06	19	1	61.3	0.33	25.7	26.5	FAU	SHL	-	-	-	183.9	Clam, barnacle, limpet, mussel
SC06	20	1	128.7	0.33	26.5	29	FAU	SHL	-	-	-	386.1	Barnacle, clam, limpet
SC06	21	1	61.8	0.33	29	30.6	FAU	SHL	-	-	-	185.4	Clam, barnacle, mussel
SC06	22	1	4.6	0.33	30.6	32	FAU	SHL	-	-	-	13.8	Clam, mussel, barnacle
SC06	23	1	5.1	0.33	32	33.3	FAU	SHL	-	-	-	15.3	Mussel, barnacle
SC06	24	1	27	0.33	33.3	35	FAU	SHL	-	-	-	81	Clam, mussel, barnacle, nassa
SC07	25	-	-	0.33	5	6.4	-	-	-	-	-	-	No recovery
SC07	26	-	-	0.24	6.4	7	-	-	-	-	-	-	No recovery
SC07	27	-	-	0.33	7.7	9	-	-	-	-	-	-	No recovery
SC07	28	1	1.9	0.33	9	11	CER	BRK	-	4	12	5.7	
SC07	28	2	133.6	0.33	9	11	WOD	MIL	-	2	6	400.8	1x2?; 1" on one side, cut on other, possibly cedar
SC07	29	-	-	0.33	11	12.5	-	-	-	-	-	-	No recovery
SC07	30	-	-	0.33	12.5	14.2	-	-	-	-	-	-	No recovery
SC07	31	-	-	0.33	14.2	16	-	-	-	-	-	-	No recovery
SC07	32	-	-	0.33	16	17.7	-	-	-	-	-	-	No recovery
SC07	33	1	72.5	0.33	18	18	GLS	BHB	CLR	2	6	217.5	flasked base; MNI=1; 1850s-1920s (Miller et al. 1989:28)
SC07	34	1	0.1	0.33	23	25	BOT	SED	-	1	3	0.3	
SC07	34	2	16.5	0.33	23	25	FAU	SHL	-	-	-	49.5	Clam, barnacle
SC07	35	1	75.9	0.33	25	26.2	FAU	SHL	-	-	-	227.7	Clam, barnacle, limpet, mussel
SC07	36	1	957.1	0.33	26.2	27.5	FAU	SHL	-	-	-	2871.3	Clam, mussel, barnacle
SC07	37	1	275.7	0.33	27.5	28.7	FAU	SHL	-	-	-	827.1	Clam, barnacle, mussel, limpet
SC07	38	1	69.7	0.33	28.7	30	FAU	SHL	-	-	-	209.1	Clam, cockle, mussel, barnacle, limpet
SC07	39	1	4.5	0.33	30.7	33	FAU	SHL	-	-	-	13.5	Barnacle, mussel, clam
SC08	182	-	-	0.33	1.4	3.1	-	-	-	-	-	-	No recovery
SC08	183	-	-	0.18	3.1	4	-	-	-	-	-	-	No recovery
SC08	184	-	-	0.33	10	11.6	-	-	-	-	-	-	No recovery
SC08	185	-	-	0.06	11.6	11.9	-	-	-	-	-	-	No recovery
SC08	186	-	-	0.06	11.9	12.5	-	-	-	-	-	-	No recovery
SC08	187	1	20.9	0.09	12.5	13	CER	BRK	-	2	22.22	232.2	
SC08	188	1	12.6	0.09	15.1	16	FAU	SHL	-	-	-	140.0	Clam, barnacle
SC08	189	-	-	0.24	20	21.5	-	-	-	-	-	-	No recovery

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC08	190	1	40.1	0.18	21.5	22.5	FAU	SHL	-	-	-	222.6	Barnacle, clam, mussel
SC08	191	1	3.4	0.33	30	31.7	CER	BRK	-	3	9	10.2	
SC08	191	2	8.8	0.33	30	31.7	FAU	SHL	-	-	-	26.4	Clam, barnacle, mussel
SC08	192	1	15.1	0.33	31.7	34.3	FAU	SHL	-	-	-	45.3	Mussel, clam, barnacle, nucella
SC08	193	1	30.8	0.33	34.5	35.8	FAU	SHL	-	-	-	92.4	Clam, mussel, barnacle
SC08	194	1	4.4	0.09	35.8	36.3	FAU	SHL	-	-	-	48.9	Barnacle, clam, nucella
SC08	195	1	5.1	0.18	36.3	37.6	FAU	SHL	-	-	-	28.3	Clam, barnacle
SC09	141	-	-	0.33	0	1.7	-	-	-	-	-	-	No recovery
SC09	142	1	2.2	0.27	1.7	3	GLS	FLT	CLR	3	11.1	8.1	rounded lip with flat back
SC09	142	2	6	0.27	1.7	3	GLS	UNB	CLR	2	7.4	22.2	1 piece bulbous, 1 piece with linear design
SC09	143	-	-	0.33	3	5	-	-	-	-	-	-	No recovery
SC09	144	1	20.4	0.33	5	6.5	GLS	FLT	CLR	10	30	61.2	burned/melted window glass
SC09	144	2	8.8	0.33	5	6.5	GLS	UNB	CLR	7	21	26.4	
SC09	145	1	0.3	0.33	6.5	8.1	CER	ETH	UND	1	3	0.9	unglazed, possible thin tile
SC09	145	2	5	0.33	6.5	8.1	GLS	FLT	CLR	4	12	15	burned/melted window glass
SC09	146	-	-	0.24	8.1	9	-	-	-	-	-	-	No recovery
SC09	147	-	-	0.12	9	9.6	-	-	-	-	-	-	No recovery
SC09	148	-	-	0.33	11	12.6	-	-	-	-	-	-	No recovery
SC09	149	-	-	0.30	12.6	14	-	-	-	-	-	-	No recovery
SC09	150	1	6.7	0.33	17	18.8	GLS	UNB	GRN	1	3	20.1	melted
SC09	151	1	0.1	0.33	21.8	23.5	FAU	SHL	-	-	-	0.3	Clam
SC09	152	1	3.9	0.33	23.5	24.8	FAU	SHL	-	-	-	11.7	Clam
SC09	153	1	9.8	0.33	25.5	27.5	FAU	SHL	-	-	-	29.4	Barnacle, mussel, clam
SC09	154	1	3.3	0.09	30	31	FAU	SHL	-	-	-	36.7	Clam, mussel
SC09	155	1	7.6	0.24	31	32	FAU	SHL	-	-	-	31.7	Clam, barnacle, nucella
SC09	156	1	3.1	0.27	32	33.5	FAU	SHL	-	-	-	11.5	Clam, barnacle, burned
SC09	157	1	3.1	0.33	33.5	35	FAU	SHL	-	-	-	9.3	Clam
SC09	158	1	0.1	0.06	35	35.5	FAU	SHL	-	-	-	1.7	Clam, burned
SC10	122	1	10.4	0.33	0	1.8	CER	BRK	-	9	27	31.2	
SC10	123	-	-	0.09	1.8	2.3	-	-	-	-	-	-	No recovery
SC10	124	1	11.1	0.15	2.3	2.9	CER	BRK	-	1	6.7	73.9	
SC10	125	-	-	0.12	6.5	7.1	-	-	-	-	-	-	No recovery
SC10	126	-	-	0.33	7.1	8.5	-	-	-	-	-	-	No recovery
SC10	127	1	186.6	0.33	8.5	9.8	MTL	SPK	RLR	1	3	559.8	whole; very rusted
SC10	127	2	6.7	0.33	8.5	9.8	MTL	NAI	SQU	1	3	20.1	head
SC10	127	3	8.4	0.33	8.5	9.8	MTL	NAI	WIR	1	3	25.2	clinched
SC10	127	4	0.5	0.33	8.5	9.8	GLS	FLT	CLR	1	3	1.5	
SC10	127	5	0.1	0.33	8.5	9.8	GLS	CHM	CLR	1	3	0.3	
SC10	127	6	1.6	0.33	8.5	9.8	GLS	UNB	CLR	3	9	4.8	
SC10	127	7	12.6	0.33	8.5	9.8	CER	BRK	-	19	57	37.8	
SC10	128	-	-	0.24	10	11.1	-	-	-	-	-	-	No recovery
SC10	129	-	-	0.09	11.1	11.4	-	-	-	-	-	-	No recovery
SC10	130	-	-	0.33	12	13.6	-	-	-	-	-	-	No recovery
SC10	131	-	-	0.24	13.6	14.5	-	-	-	-	-	-	No recovery
SC10	132	1	6	0.12	15	15.5	GLS	UNB	TNT	1	8.3	50.0	
SC10	133	-	-	0.33	18.5	20	-	-	-	-	-	-	No recovery
SC10	134	-	-	0.33	20	21.5	-	-	-	-	-	-	No recovery
SC10	135	1	7.5	0.15	24.4	25.3	FAU	SHL	-	-	-	50.0	Barnacle, clam, mussel
SC10	136	1	44.8	0.33	25.3	26.5	FAU	SHL	-	-	-	134.4	Barnacle, clam, mussel
SC10	137	1	86.3	0.33	27.5	29.7	FAU	SHL	-	-	-	258.9	Clam, barnacle, mussel, limpet

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC10	138	1	15.8	0.33	30	31.5	FAU	SHL	-	-	-	47.4	Clam, barnacle, nucella
SC10	139	-	-	0.33	31.5	33	-	-	-	-	-	-	No recovery
SC10	140	-	-	0.33	33	34.4	-	-	-	-	-	-	No recovery
SC11	40	-	-	0.33	0	1.4	-	-	-	-	-	-	No recovery
SC11	41	-	-	0.06	1.4	1.5	-	-	-	-	-	-	No recovery
SC11	42	1	1	0.33	1.5	2.5	CER	ETH	GLA	1	3	3	white with grey & black speckles; teal stripe
SC11	42	2	0.9	0.27	1.5	2.5	CER	ETH	UND	1	3.7	3.3	unglazed
SC11	42	3	15	0.27	1.5	2.5	GLS	FLT	CLR	4	14.8	55.5	thick; glass blocks?
SC11	42	4	28.2	0.27	1.5	2.5	GLS	FLT	TNT	10	37	104.3	thick; glass blocks?
SC11	42	5	7.5	0.27	1.5	2.5	GLS	FLT	PNT	11	40.7	27.8	thick; one side painted black; same as #43-1
SC11	42	6	12.2	0.27	1.5	2.5	CER	BRK	-	7	25.9	45.1	
SC11	43	1	0.2	0.15	2.5	3	GLS	FLT	PNT	1	6.7	1.3	same as #42-5
SC11	44	1	0.5	0.18	3	3.9	GLS	UNB	CLR	1	5.6	2.8	
SC11	44	2	0.2	0.18	3	3.9	GLS	UNB	BRN	1	5.6	1.1	
SC11	44	3	15.7	0.18	3	3.9	CER	BRK	-	9	50.0	87.1	
SC11	44	4	2.1	0.18	3	3.9	MTL	NAI	WIR	2	11.1	11.7	one head, one shank
SC11	45	1	1	0.24	3.9	5	CER	ETH	UND	1	4.2	4.2	unglazed
SC11	45	2	17.7	0.24	3.9	5	CER	BRK	-	8	33.28	73.6	
SC11	46	-	-	0.33	5	6.5	-	-	-	-	-	-	No recovery
SC11	47	-	-	0.24	6.5	8	-	-	-	-	-	-	No recovery
SC11	48	-	-	0.33	8	9.5	-	-	-	-	-	-	No recovery
SC11	49	-	-	0.12	9.5	10	-	-	-	-	-	-	No recovery
SC11	50	-	-	0.33	10	11.6	-	-	-	-	-	-	No recovery
SC11	51	-	-	0.18	11.6	12.5	-	-	-	-	-	-	No recovery
SC11	52	-	-	0.33	15	17.3	-	-	-	-	-	-	No recovery
SC11	53	1	1.4	0.33	17.5	18.5	GLS	UNB	GRN	1	3	4.2	
SC11	53	2	1.5	0.18	17.5	18.5	CER	BRK	-	6	33.3	8.3	
SC11	53	3	1.5	0.18	17.5	18.5	FAU	SHL	-	-	-	8.3	Mussel, clam
SC11	53	4	0.1	0.18	17.5	18.5	BOT	SED	-	2	11.1	0.6	acorn shell
SC11	53	5	20.9	0.33	17.5	18.5	GLS	UNB	CLR	17	51	62.7	
SC11	53	6	4.2	0.33	17.5	18.5	GLS	CHM	CLR	6	18	12.6	
SC11	54	1	0.4	0.33	18.5	20.5	BOT	SED	-	1	3	1.2	
SC11	54	2	6.2	0.33	18.5	20.5	WOD	MIL	-	1	3	18.6	lath
SC11	54	3	35	0.33	18.5	20.5	GLS	BAB	CLR	1	3	105	"4" embossed in center of base
SC11	54	4	0.1	0.33	18.5	20.5	MTL	NAI	WIR	1	3	0.3	finishing nail; 3d
SC11	54	5	1.2	0.33	18.5	20.5	GLS	UNB	CLR	2	6	3.6	
SC11	55	1	4.8	0.15	22	22.6	GLS	UNB	CLR	3	19.98	32.0	
SC11	55	2	0.2	0.15	22	22.6	FAU	SHL	-	-	-	1.3	Clam, barnacle
SC11	56	1	1.6	0.33	22.6	24	GLS	FLT	CLR	2	6	4.8	
SC11	56	2	24.5	0.33	22.6	24	FAU	SHL	-	-	-	73.5	Clam, mussel, barnacle
SC11	57	1	13	0.30	24	25	FAU	SHL	-	-	-	43.3	Barnacle, mussel, clam
SC11	58	1	1.5	0.33	25	26.6	GLS	UNB	CLR	2	6	4.5	MNI=1
SC11	58	2	11.3	0.33	25	26.6	FAU	SHL	-	-	-	33.9	Clam, mussel, barnacle, limpet
SC11	59	1	7.2	0.33	26.6	27.5	FAU	SHL	-	-	-	21.6	Clam, barnacle, mussel
SC11	60	1	36	0.33	27.5	28.6	FAU	SHL	-	-	-	108	Barnacle, clam, mussel
SC11	61	1	15.4	0.33	28.6	29.6	FAU	SHL	-	-	-	46.2	Clam, mussel, barnacle
SC11	62	1	3.9	0.15	29.6	30	FAU	SHL	-	-	-	26.0	Mussel, barnacle
SC11	63	1	13.8	0.33	30	31.3	FAU	SHL	-	-	-	41.4	Mussel, clam, barnacle
SC11	64	1	4.1	0.12	31.3	31.7	FAU	SHL	-	-	-	34.2	Clam, mussel
SC11	65	1	6.6	0.30	31.7	32.4	FAU	SHL	-	-	-	22.0	Clam, barnacle, burned
SC12	66	-	-	0.33	0	1.4	-	-	-	-	-	-	No recovery

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC12	67	-	-	0.33	1.4	2.1	-	-	-	-	-	-	No recovery
SC12	68	1	0.1	0.15	2.1	2.5	FAU	SHL	-	-	-	0.7	Barnacle
SC12	69	1	2.3	0.33	2.5	4	CER	ETH	UND	1	3	6.9	unglazed
SC12	70	-	-	0.24	4	5	-	-	-	-	-	-	No recovery
SC12	71	-	-	0.33	5	7.5	-	-	-	-	-	-	No recovery
SC12	72	-	-	0.15	7.5	8.1	-	-	-	-	-	-	No recovery
SC12	73	-	-	0.15	12.1	14	-	-	-	-	-	-	No recovery
SC12	74	-	-	0.33	18.4	20	-	-	-	-	-	-	No recovery
SC12	75	-	-	0.24	21.4	22.5	-	-	-	-	-	-	No recovery
SC12	76	1	7.2	0.27	24	25	GLS	UNB	HON	1	3.7	26.6	
SC12	77	-	-	0.15	25	25.5	-	-	-	-	-	-	No recovery
SC12	78	1	27.9	0.33	27.5	29	FAU	SHL	-	-	-	83.7	Clam, barnacle, mussel
SC12	79	1	52	0.33	29	30.6	FAU	SHL	-	-	-	156	Barnacle, clam, mussel
SC12	80	1	66.8	0.30	30.6	32	FAU	SHL	-	-	-	222.4	Clam, mussel, barnacle
SC12	81	1	74.2	0.33	32	33.7	FAU	SHL	-	-	-	222.6	Clam, mussel, barnacle, cockle
SC12	82	1	73.3	0.27	33.7	35	FAU	SHL	-	-	-	271.2	Clam, barnacle, mussel
SC12	83	1	3.2	0.33	35	36.7	FAU	SHL	-	-	-	9.6	Clam, barnacle, gastropod
SC12	84	1	7.3	0.33	36.7	38	FAU	SHL	-	-	-	21.9	Clam, mussel
SC13	209	1	2.5	0.33	7	8.5	GLS	FLT	CLR	1	8.3	3.3	
SC13	209	2	0.1	0.33	7	8.5	FAU	SHL	-	-	-	0.3	Barnacle, clam
SC13	210	1	12.6	0.33	8.5	10.5	WOD	MIL	-	3	10.0	42.0	
SC13	210	2	37.3	0.33	8.5	10.5	MTL	SCR	-	18	59.9	124.2	flat, thin, bent
SC13	210	3	0.8	0.33	8.5	10.5	FAU	SHL	-	-	-	2.7	Clam
SC13	211	-	-	0.33	13.5	15.2	-	-	-	-	-	-	No recovery
SC13	212	-	-	0.06	15.2	15.5	-	-	-	-	-	-	No recovery
SC13	213	-	-	0.12	15.5	16.5	-	-	-	-	-	-	No recovery
SC13	214	1	83.8	0.33	22	23.5	WOD	MIL	-	2	6.7	279.1	
SC13	214	2	0.7	0.33	22	23.5	FAU	SHL	-	-	-	2.3	Clam
SC13	215	-	-	0.33	23.5	25	-	-	-	-	-	-	No recovery
SC13	216	1	0.2	0.33	19.5	21	BOT	SED	-	1	3.3	0.7	pumpkin
SC13	216	2	0.5	0.33	19.5	21	FAU	SHL	-	-	-	1.7	Clam
SC13	217	1	43.6	0.33	27.5	29	FAU	SHL	-	-	-	145.2	Clam
SC13	218	1	0.1	0.33	29	31	FAU	FSH	-	1	3.3	0.3	crustacean claw
SC13	218	2	0.2	0.33	29	31	FAU	MAM	-	2	6.7	0.7	ungulate tooth fragment
SC13	218	3	39.4	0.33	29	31	FAU	SHL	-	-	-	131.2	Nucella, barnacle
SC13	218	3	0.1	0.33	29	31	FAU	FSH	-	1	3.3	0.3	fragment
SC13	219	1	0.1	0.33	21	22	FAU	SHL	-	-	-	0.3	Clam
SC13	220	1	10.6	0.12	31	31.7	FAU	SHL	-	-	-	89.0	
SC13	221	1	0.6	0.24	31.7	33.3	FAU	SHL	-	-	-	2.5	Clam, mussel
SC13	222	1	11.1	0.33	33.3	34.5	FAU	SHL	-	-	-	37.0	Nucella
SC13	223	1	0.1	0.33	34.5	36.3	FAU	SHL	-	-	-	0.3	Clam, barnacle
SC13	224	1	0.1	0.33	36.3	37.5	FAU	SHL	-	-	-	0.3	Clam, nucella
SC14	282	-	-	0.33	8	10	-	-	-	-	-	-	No recovery
SC14	283	-	-	0.33	13	15	-	-	-	-	-	-	No recovery
SC14	284	1	3.1	0.33	20	22	CER	MOR	-	4	13.3	10.3	
SC14	285	-	-	0.33	23	24	-	-	-	-	-	-	No recovery
SC14	286	1	17.4	0.33	24.5	26	FAU	SHL	-	-	-	57.9	Barnacle, clam
SC14	287	1	34.2	0.18	26	27	FAU	SHL	-	-	-	191.5	Clam
SC15	281	-	-	0.33	7	8.8	-	-	-	-	-	-	No recovery
SC16	237	1	1.8	0.33	7	8.9	GLS	UNB	CLR	1	3.3	6.0	Bottle corner, pharm bottle?
SC16	238	-	-	0.33	8.9	10.8	-	-	-	-	-	-	No recovery
SC16	239	1	5	0.33	10.8	12.5	GLS	PRS	CLR	1	16.7	3.3	shard too small to be identified

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC16	240	-	-	0.33	12.5	15	-	-	-	-	-	-	No recovery
SC16	241	1	14.4	0.33	15	17	WOD	MIL	-	1	3.3	48.0	small, thin
SC16	242	-	-	0.33	17	18	-	-	-	-	-	-	No recovery
SC16	243	-	-	0.33	19.9	22	-	-	-	-	-	-	No recovery
SC16	244	-	-	0.33	22	23.2	-	-	-	-	-	-	No recovery
SC16	245	-	-	0.33	28.4	30	-	-	-	-	-	-	No recovery
SC16	246	1	7.1	0.33	12.5	15	CER	TER	PIP	1	3.3	23.6	
SC16	246	2	0.5	0.33	28.4	30	FAU	SHL	-	-	-	1.7	
SC16	247	1	5.1	0.21	30	30.4	FAU	SHL	-	-	-	24.0	Clam, barnacle
SC16	248	1	18.4	0.33	30.4	32	FAU	SHL	-	-	-	61.3	Clam
SC16	249	1	3.1	0.33	32	33.3	FAU	SHL	-	-	-	10.3	Clam
SC16	250	1	22.4	0.33	33.3	34.6	FAU	SHL	-	-	-	74.6	Clam
SC16	251	1	80.8	0.33	34.6	36.1	FAU	SHL	-	-	-	269.1	Clam
SC17	159	1	1.4	0.33	0	1.6	GLS	FLT	CLR	1	3	4.2	
SC17	159	2	5.1	0.33	0	1.6	GLS	UNB	CLR	6	18	15.3	MNI=4
SC17	159	3	0.2	0.33	0	1.6	GLS	UNB	GRN	1	3	0.6	
SC17	160	-	-	0.24	1.3	2.6	-	-	-	-	-	-	No recovery
SC17	161	-	-	0.33	2.6	3.6	-	-	-	-	-	-	No recovery
SC17	162	-	-	0.33	3.6	5.4	-	-	-	-	-	-	No recovery
SC17	163	-	-	0.21	5.4	6	-	-	-	-	-	-	No recovery
SC17	164	1	4.2	0.12	6	7	GLS	UNB	GRN	4	33.32	35.0	
SC17	164	2	1.8	0.12	6	7	GLS	UNB	CLR	1	8.3	15.0	possible corner of base
SC17	165	-	-	0.15	7	8.1	-	-	-	-	-	-	No recovery
SC17	166	-	-	0.33	8.1	10	-	-	-	-	-	-	No recovery
SC17	167	-	-	0.33	10	11.7	-	-	-	-	-	-	No recovery
SC17	168	-	-	0.21	11.7	13	-	-	-	-	-	-	No recovery
SC17	169	-	-	0.33	16	17.5	-	-	-	-	-	-	No recovery
SC17	170	1	4.2	0.18	17.9	19.1	FAU	SHL	-	-	-	23.3	Clam, barnacle
SC17	171	-	-	0.15	19.1	19.6	-	-	-	-	-	-	No recovery
SC17	172	1	1.9	0.18	19.6	20.5	FAU	SHL	-	-	-	10.5	Barnacle, limpet, clam
SC17	173	1	0.1	0.12	21.5	22.2	FAU	SHL	-	-	-	0.8	Barnacle, limpet
SC17	174	-	-	0.06	22.2	22.6	-	-	-	-	-	-	No recovery
SC17	175	-	-	0.09	22.6	23	-	-	-	-	-	-	No recovery
SC17	176	-	-	0.15	23	23.7	-	-	-	-	-	-	No recovery
SC17	177	1	2.6	0.15	23	23.7	FAU	SHL	-	-	-	17.3	Barnacle, limpet
SC17	178	1	17.3	0.24	25.1	25.7	FAU	SHL	-	-	-	72.0	Clam, mussel, barnacle
SC17	179	1	43.9	0.18	25.7	26.4	FAU	SHL	-	-	-	243.6	Clam, barnacle, mussel
SC17	180	1	27.5	0.18	26.4	27.1	FAU	SHL	-	-	-	152.6	
SC17	181	1	7.36	0.21	27.1	27.9	FAU	SHL	-	-	-	35.0	Mussel, barnacle
SC18	103	-	-	0.33	0	1.5	-	-	-	-	-	-	No recovery
SC18	104	-	-	0.33	1.5	3.2	-	-	-	-	-	-	No recovery
SC18	105	-	-	0.24	3.2	3.8	-	-	-	-	-	-	No recovery
SC18	106	1	3.3	0.27	3.8	5	GLS	UNB	CLR	3	11.1	12.2	
SC18	106	2	1.3	0.27	3.8	5	GLS	UNB	BRN	1	3.7	4.8	
SC18	107	1	3.8	0.30	5	6.8	CER	TER	UTL	1	3.3	12.7	unglazed, burned
SC18	107	2	1.6	0.30	5	6.8	GLS	UNB	CLR	2	6.7	5.3	exterior design (MNI=1)
SC18	107	3	0.1	0.30	5	6.8	FAU	SHL	-	-	-	0.3	Clam
SC18	107	4	1	0.30	5	6.8	GLS	UNB	CLR	1	3.3	3.3	exterior design (MNI=1)
SC18	107	5	5.4	0.30	5	6.8	GLS	UNB	CLR	6	19.98	18.0	
SC18	108	-	-	0.33	6.8	8	-	-	-	-	-	-	No recovery
SC18	109	-	-	0.33	8	9	-	-	-	-	-	-	No recovery
SC18	110	-	-	0.15	9	9.8	-	-	-	-	-	-	No recovery
SC18	111	-	-	0.33	15	16.8	-	-	-	-	-	-	No recovery
SC18	112	-	-	0.33	16.8	18	-	-	-	-	-	-	No recovery

TABLE B-1. ARTIFACT CATALOG.

BORE #	BAG #	SPEC. #	WGT. (G)	VOL	TOP (ftbs)	BOTTOM (ftbs)	MAT	FRM	TYP	COUNT	#/FT3	WGT./ FT3	COMMENTS
SC18	113	1	4	0.21	19.6	21	FAU	SHL	-	-	-	19.0	Clam, barnacle
SC18	113	2	0.1	-	20.3	20.3	BOT	SED	-	1	-	-	point data
SC18	114	1	16.9	0.33	21	22.7	FAU	SHL	-	-	-	50.7	Barnacle, mussel, clam, most appear burned
SC18	115	1	114.6	0.33	22.7	23.5	FAU	SHL	-	-	-	343.8	Clam, barnacle, mussel, limpet
SC18	116	1	112.3	0.33	23.5	25.1	FAU	SHL	-	-	-	336.9	Barnacle, clam, mussel, limpet
SC18	117	1	0.2	0.09	25.1	26	BOT	SED	-	1	11.11	2.2	
SC18	117	2	12	0.09	25.1	26	FAU	SHL	-	-	-	133.3	Barnacle, mussel, possibly burned
SC18	118	1	203.4	0.21	26	26.5	FAU	SHL	-	-	-	968.2	Clam, barnacle, mussel, nucella
SC18	119	1	-	0.33	30	31.7	PCH	COL	FUE	11	-	-	noted, not collected; bituminous
SC18	119	2	5.7	0.33	30	31.7	FAU	SHL	-	-	-	17.1	Mussel, clam, barnacle
SC18	120	1	2.1	0.18	31.7	32	FAU	SHL	-	-	-	11.7	Barnacle, clam
SC18	121	1	10.4	0.27	32	33	FAU	SHL	-	-	-	38.5	Clam

Shell Summary

by Robert Kopperl (with additional analysis by Alex Stevenson)

The shell recovered from the SR519 coring project were examined in terms of broad taxonomic categories, size and inferred age of clam specimens, and presence of unusual taxa or burning (see Table B-2). The dominant taxon in most of the core level bags is clam. Despite the extent of fragmentation of the entire shell assemblage, by far the majority of specimens identifiable to a finer level are bent-nosed clam (*Macoma nasuta*). This species is very common in sandy intertidal areas of Puget Sound, yet it is not considered particularly important to historic commercial shellfisheries, or to pre-contact Native American subsistence economies based on the paucity of their identification in shell middens (e.g., Ford 1995; Harbo 1997). Of those species considered economically important, butter clams (*Saxidomus giganteus*), cockles (*Clinocardium* sp.), and fragments of native littleneck or introduced manila clams (*Protothaca staminea/Tapes philipparinum*) were found in relatively small numbers in the SR519 assemblage. Most of the intact clam shell fragments were from small individuals, less than 1 inch in maximum width. Along with clams, mussels and barnacles were found in quantity throughout the assemblage and occasional limpets and gastropods (*Nucella* sp., *Nassa* sp., and *Polinices lewisii*) were identified as well. This taxonomic diversity and the generally small size of the clam specimens suggest that the shell assemblage represent either *in situ* natural populations or natural shell beds moved in their entirety as fill, and not targeted utilization of the shellfish themselves. The shells from a few of the core level bags (the deeper portions of Core 9, 11, 12, and 18) exhibited burning, which would have occurred after the shells were removed from their natural habitat.

References

- Ford, Pamela J.. 1995. Invertebrate Fauna. In, *The Archaeology of West Point, Seattle, Washington: 4,000 Years of Hunter-Fisher-Gatherer Land Use in Southern Puget Sound*, edited by L. Larson and D. Lewarch, Appendix 6. LAAS report submitted to CH2M Hill and prepared for the King County Department of Metropolitan Services, Seattle, Washington.
- Harbo, Rick M. 1997. *Shells and Shellfish of the Pacific Northwest*. Harbour Publishing, Madeira Park, British Columbia.

Key to Table B-2

BORE: sonicore number

BAG: sample identification number

SPEC: specimen number in that sample

WGT.(g): weight of sample in grams

VOL.: volume of sample in cubic feet

TOP: top elevation of sample in feet

BOT: bottom elevation of sample in feet

WGT/FT3: normalized weight by one cubic foot, in grams

COMMENTS: shell identification

TABLE B-2. SHELL CATALOG.

BORE	BAG	SPEC	WGT (g)	VOL	TOP	BOT	WGT/FT3	COMMENTS
SC01	225	2	0.1	0.33	8.0	9.5	0.3	
SC01	227	1	0.1	0.33	14.0	16.0	0.3	Barnacle
SC01	230	2	0.1	0.33	17.5	18.7	0.3	Mussel
SC01	232	1	0.1	0.33	20.0	21.5	0.3	Clam
SC01	235	1	9.9	0.33	25.0	26.0	33.0	Clam, mussel
SC01	236	1	2.2	0.33	26.0	27.0	7.3	
SC02	266	1	7.3	0.33	9.0	10.0	24.3	Oyster, clam
SC02	267	2	3.7	0.33	17.9	18.0	12.3	Barnacle, mussel
SC02	269	1	0.2	0.33	11.5	12.5	0.7	Mussel, clam
SC02	271	1	0.9	0.33	13.2	14.2	3.0	Barnacle
SC02	272	1	0.3	0.33	14.2	15.0	1.0	Barnacle
SC02	273	3	2.1	0.33	15.0	16.0	7.0	Barnacle, clam
SC02	274	2	1.3	0.33	16.0	16.9	4.3	Barnacle, mussel
SC02	275	1	1.0	0.33	16.9	17.9	3.3	Barnacle
SC02	277	2	6.0	0.33	18.0	19.0	20.0	Barnacle, mussel
SC02	278	1	7.2	0.33	19.0	20.0	24.0	Barnacle, clam, mussel
SC02	279	1	0.2	0.33	20.0	21.0	0.7	Clam, mussel
SC02	280	1	1.5	0.33	21.0	22.0	5.0	Clam
SC03	199	2	0.1	0.12	11.2	12.0	0.8	Mussel, clam
SC03	200	1	1.0	0.33	12.0	13.5	3.3	Barnacle
SC03	201	1	0.1	0.12	13.8	14.0	0.8	Barnacle, mussel
SC03	205	1	0.1	0.33	16.0	17.5	0.3	Barnacle
SC03	206	1	0.1	0.33	17.5	18.8	0.3	Barnacle
SC04	252	3	0.4	0.33	3.5	4.5	1.3	Clam
SC04	256	2	0.1	0.33	20.0	21.6	0.3	Clam
SC04	257	2	0.2	0.33	21.6	23.0	0.7	Barnacle, clam
SC04	258	1	0.3	0.33	23.0	24.5	1.0	Clam
SC04	259	1	12.1	0.33	24.5	25.5	40.3	Clam, barnacle
SC04	260	1	11.9	0.33	25.5	26.5	39.6	Clam
SC04	261	1	6.7	0.24	26.5	27.0	27.5	Barnacle, clam, mussel
SC04	262	1	98.4	0.3	27.0	28.0	327.7	Clam, mussel, barnacle
SC04	263	1	39.8	0.33	28.0	29.0	132.5	Mussel, barnacle, clam
SC04	264	1	5.0	0.06	29.0	29.4	83.5	Mussel, barnacle, clam
SC04	265	1	10.3	0.33	29.4	30.5	34.3	Barnacle, mussel

TABLE B-2. SHELL CATALOG.

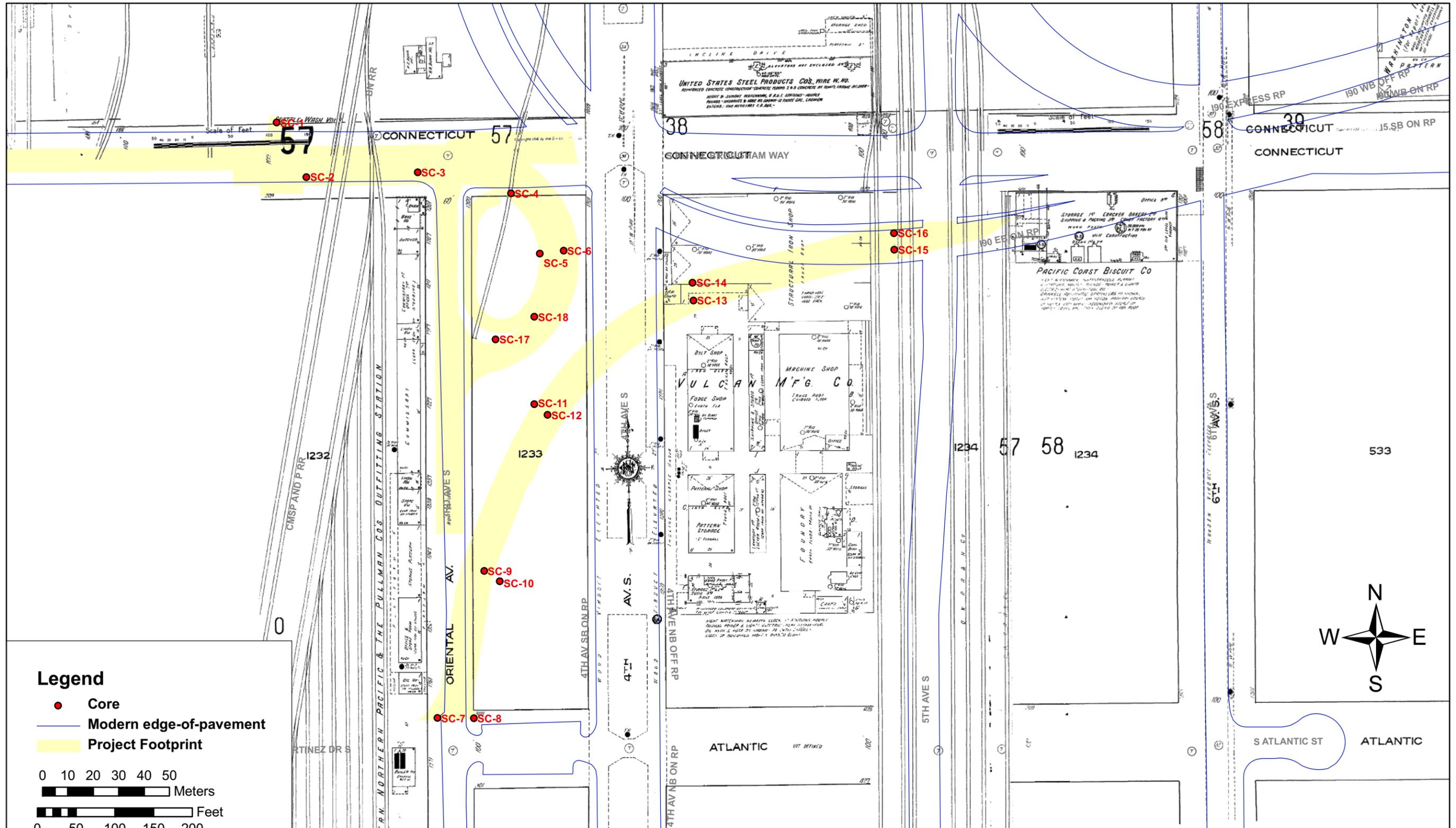
BORE	BAG	SPEC	WGT (g)	VOL	TOP	BOT	WGT/FT3	COMMENTS
SC05	93	2	1.8	0.33	18.0	19.8	5.4	Mussel, barnacle
SC05	94	2	1.7	0.33	19.8	21.4	5.1	Mussel, barnacle
SC05	95	2	0.1	0.27	21.4	23.0	0.4	Barnacle
SC05	96	1	2.4	0.33	23.0	23.7	7.2	Clam
SC05	98	1	28.4	0.33	25.0	26.0	85.2	Clam, barnacle, mussel
SC05	99	1	177.7	0.33	26.0	27.2	533.1	Clam
SC05	100	1	143.4	0.33	27.2	29.1	430.2	Clam, barnacle, mussel, limpet
SC05	101	1	19.0	0.12	29.1	29.5	158.3	Clam, barnacle, limpet
SC05	102	1	5.9	0.33	29.5	32.0	17.7	Clam, barnacle
SC06	17	1	14.5	0.33	23.5	24.5	43.5	Clam, moon snail, barnacle
SC06	18	1	26.1	0.33	24.5	25.5	78.3	Clam, barnacle
SC06	19	1	61.3	0.33	25.7	26.5	183.9	Clam, barnacle, limpet, mussel
SC06	20	1	128.7	0.33	26.5	29.0	386.1	Barnacle, clam, limpet
SC06	21	1	61.8	0.33	29.0	30.6	185.4	Clam, barnacle, mussel
SC06	22	1	4.6	0.33	30.6	32.0	13.8	Clam, mussel, barnacle
SC06	23	1	5.1	0.33	32.0	33.3	15.3	Mussel, barnacle
SC06	24	1	27.0	0.33	33.3	35.0	81.0	Clam, mussel, barnacle, nassa
SC07	34	2	16.5	0.33	23.0	25.0	49.5	Clam, barnacle
SC07	35	1	75.9	0.33	25.0	26.2	227.7	Clam, barnacle, limpet, mussel
SC07	36	1	957.1	0.33	26.2	27.5	2871.3	Clam, mussel, barnacle
SC07	37	1	275.7	0.33	27.5	28.7	827.1	Clam, barnacle, mussel, limpet
SC07	38	1	69.7	0.33	28.7	30.0	209.1	Clam, cockle, mussel, barnacle, limpet
SC07	39	1	4.5	0.33	30.7	33.0	13.5	Barnacle, mussel, clam
SC08	188	1	12.6	0.09	15.1	16.0	140.0	Clam, barnacle
SC08	190	1	40.1	0.18	21.5	22.5	222.6	Barnacle, clam, mussel
SC08	191	2	8.8	0.33	30.0	31.7	26.4	Clam, barnacle, mussel
SC08	192	1	15.1	0.33	31.7	34.3	45.3	Mussel, clam, barnacle, nucella
SC08	193	1	30.8	0.33	34.5	35.8	92.4	Clam, mussel, barnacle
SC08	194	1	4.4	0.09	35.8	36.3	48.9	Barnacle, clam, nucella
SC08	195	1	5.1	0.18	36.3	37.6	28.3	Clam, barnacle
SC09	151	1	0.1	0.33	21.8	23.5	0.3	Clam
SC09	152	1	3.9	0.33	23.5	24.8	11.7	Clam
SC09	153	1	9.8	0.33	25.5	27.5	29.4	Barnacle, mussel, clam
SC09	154	1	3.3	0.09	30.0	31.0	36.7	Clam, mussel
SC09	155	1	7.6	0.24	31.0	32.0	31.7	Clam, barnacle, nucella
SC09	156	1	3.1	0.27	32.0	33.5	11.5	Clam, barnacle, burned
SC09	157	1	3.1	0.33	33.5	35.0	9.3	Clam
SC09	158	1	0.1	0.06	35.0	35.5	1.7	Clam, burned
SC10	135	1	7.5	0.15	24.4	25.3	50.0	Barnacle, clam, mussel
SC10	136	1	44.8	0.33	25.3	26.5	134.4	Barnacle, clam, mussel
SC10	137	1	86.3	0.33	27.5	29.7	258.9	Clam, barnacle, mussel, limpet
SC10	138	1	15.8	0.33	30.0	31.5	47.4	Clam, barnacle, nucella
SC11	53	3	1.5	0.18	17.5	18.5	8.3	Mussel, clam
SC11	55	2	0.2	0.15	22.0	22.6	1.3	Clam, barnacle
SC11	56	2	24.5	0.33	22.6	24.0	73.5	Clam, mussel, barnacle
SC11	57	1	13.0	0.30	24.0	25.0	43.3	Barnacle, mussel, clam
SC11	58	2	11.3	0.33	25.0	26.6	33.9	Clam, mussel, barnacle, limpet
SC11	59	1	7.2	0.33	26.6	27.5	21.6	Clam, barnacle, mussel
SC11	60	1	36.0	0.33	27.5	28.6	108.0	Barnacle, clam, mussel
SC11	61	1	15.4	0.33	28.6	29.6	46.2	Clam, mussel, barnacle
SC11	62	1	3.9	0.15	29.6	30.0	26.0	Mussel, barnacle
SC11	63	1	13.8	0.33	30.0	31.3	41.4	Mussel, clam, barnacle

TABLE B-2. SHELL CATALOG.

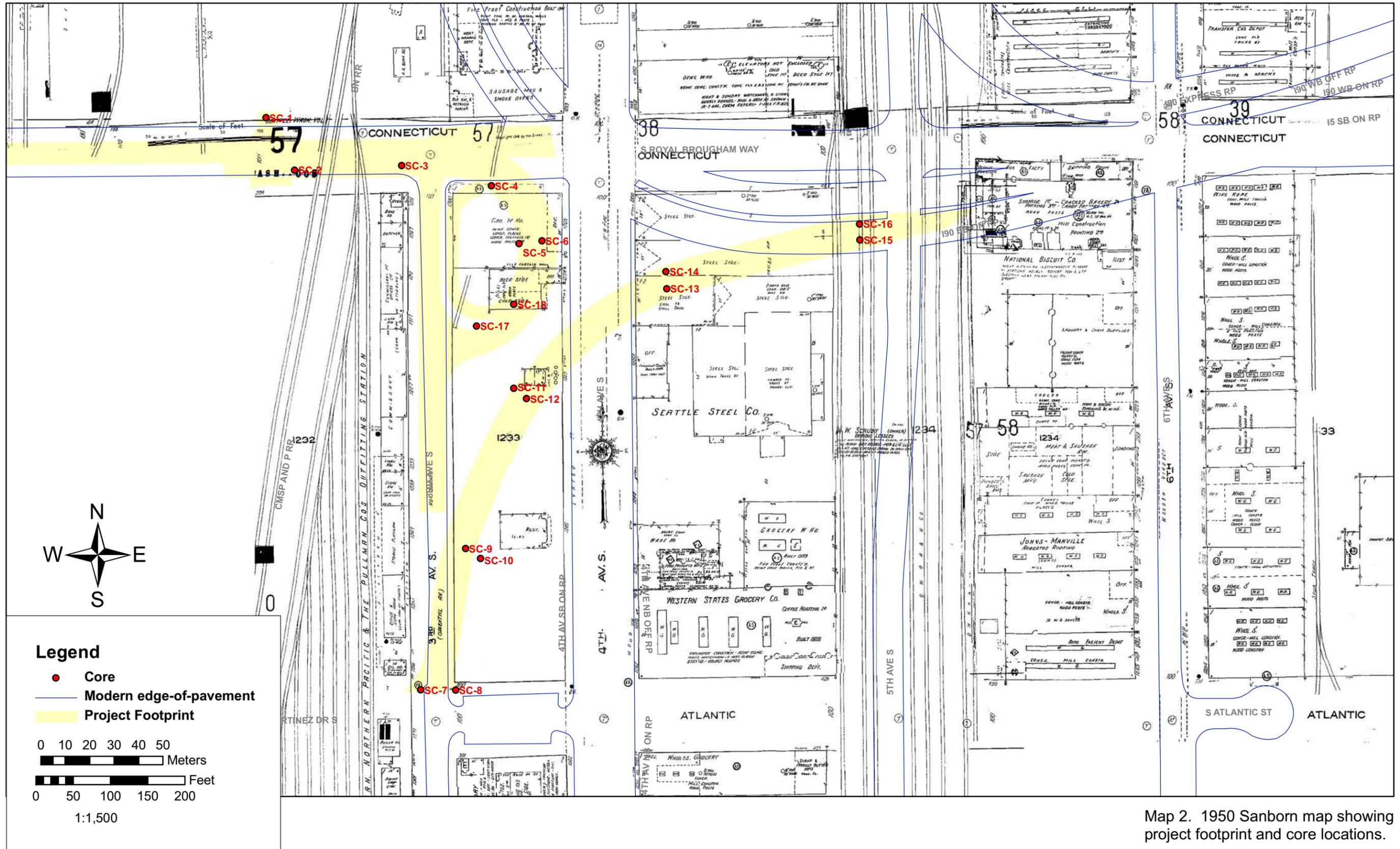
BORE	BAG	SPEC	WGT (g)	VOL	TOP	BOT	WGT/FT3	COMMENTS
SC11	64	1	4.1	0.12	31.3	31.7	34.2	Clam, mussel
SC11	65	1	6.6	0.30	31.7	32.4	22.0	Clam, barnacle, burned
SC12	68	1	0.1	0.15	2.1	2.5	0.7	Barnacle
SC12	78	1	27.9	0.33	27.5	29.0	83.7	Clam, barnacle, mussel
SC12	79	1	52.0	0.33	29.0	30.6	156.0	Barnacle, clam, mussel
SC12	80	1	66.8	0.30	30.6	32.0	222.4	Clam, mussel, barnacle
SC12	81	1	74.2	0.33	32.0	33.7	222.6	Clam, mussel, barnacle, cockle
SC12	82	1	73.3	0.27	33.7	35.0	271.2	Clam, barnacle, mussel
SC12	83	1	3.2	0.33	35.0	36.7	9.6	Clam, barnacle, gastropod
SC12	84	1	7.3	0.33	36.7	38.0	21.9	Clam, mussel
SC13	209	2	0.1	0.33	7.0	8.5	0.3	Barnacle, clam
SC13	210	3	0.8	0.33	8.5	10.5	2.7	Clam
SC13	214	2	0.7	0.33	22.0	23.5	2.3	Clam
SC13	216	2	0.5	0.33	19.5	21.0	1.7	Clam
SC13	217	1	43.6	0.33	27.5	29.0	145.2	Clam
SC13	218	3	39.4	0.33	29.0	31.0	131.2	Nucella, barnacle
SC13	219	1	0.1	0.33	21.0	22.0	0.3	Clam
SC13	220	1	10.6	0.12	31.0	31.7	89.0	
SC13	221	1	0.6	0.24	31.7	33.3	2.5	Clam, mussel
SC13	222	1	11.1	0.33	33.3	34.5	37.0	Nucella
SC13	223	1	0.1	0.33	34.5	36.3	0.3	Clam, barnacle
SC13	224	1	0.1	0.33	36.3	37.5	0.3	Clam, nucella
SC14	286	1	17.4	0.33	24.5	26.0	57.9	Barnacle, clam
SC14	287	1	34.2	0.18	26.0	27.0	191.5	Clam
SC16	246	2	0.5	0.33	28.4	30.0	1.7	
SC16	247	1	5.1	0.21	30.0	30.4	24.0	Clam, barnacle
SC16	248	1	18.4	0.33	30.4	32.0	61.3	Clam
SC16	249	1	3.1	0.33	32.0	33.3	10.3	Clam
SC16	250	1	22.4	0.33	33.3	34.6	74.6	Clam
SC16	251	1	80.8	0.33	34.6	36.1	269.1	Clam
SC17	170	1	4.2	0.18	17.9	19.1	23.3	Clam, barnacle
SC17	172	1	1.9	0.18	19.6	20.5	10.5	Barnacle, limpet, clam
SC17	173	1	0.1	0.12	21.5	22.2	0.8	Barnacle, limpet
SC17	177	1	2.6	0.15	23.0	23.7	17.3	Barnacle, limpet
SC17	178	1	17.3	0.24	25.1	25.7	72.0	Clam, mussel, barnacle
SC17	179	1	43.9	0.18	25.7	26.4	243.6	Clam, barnacle, mussel
SC17	180	1	27.5	0.18	26.4	27.1	152.6	
SC17	181	1	7.4	0.21	27.1	27.9	35.0	Mussel, barnacle
SC18	107	3	0.1	0.30	5.0	6.8	0.3	Clam
SC18	113	1	4.0	0.21	19.6	21.0	19.0	Clam, barnacle
SC18	114	1	16.9	0.33	21.0	22.7	50.7	Barnacle, mussel, clam, most appear burned
SC18	115	1	114.6	0.33	22.7	23.5	343.8	Clam, barnacle, mussel, limpet
SC18	116	1	112.3	0.33	23.5	25.1	336.9	Barnacle, clam, mussel, limpet
SC18	117	2	12.0	0.09	25.1	26.0	133.3	Barnacle, mussel, possibly burned
SC18	118	1	203.4	0.21	26.0	26.5	968.2	Clam, barnacle, mussel, nucella
SC18	119	2	5.7	0.33	30.0	31.7	17.1	Mussel, clam, barnacle
SC18	120	1	2.1	0.18	31.7	32.0	11.7	Barnacle, clam
SC18	121	1	10.4	0.27	32.0	33.0	38.5	Clam

APPENDIX C: Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps. Digital Sanborn Maps, 1867-1970. The Sanborn Map Company, Sanborn Library, LLC. ProQuest Information and Learning Company. <http://sanborn.umi.com/>.



Map 1. 1916 Sanborn map showing project footprint and core locations.



Map 2. 1950 Sanborn map showing project footprint and core locations.