

Correspondence Regarding Cultural Resource and
Tribal Coordination

Department of Archaeology & Historic Preservation
Correspondence



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

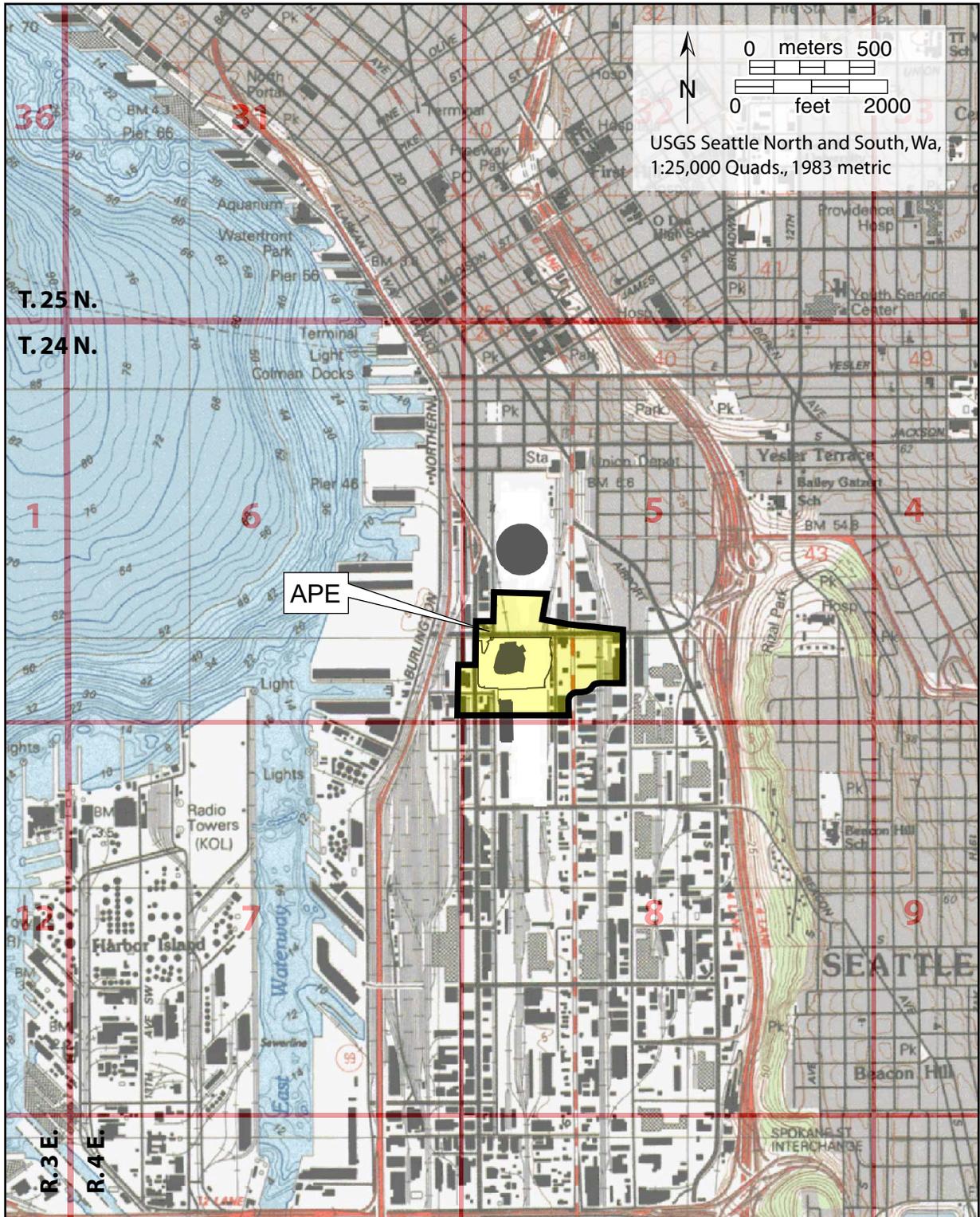


Figure 1. SR 519 area of potential effects (APE).

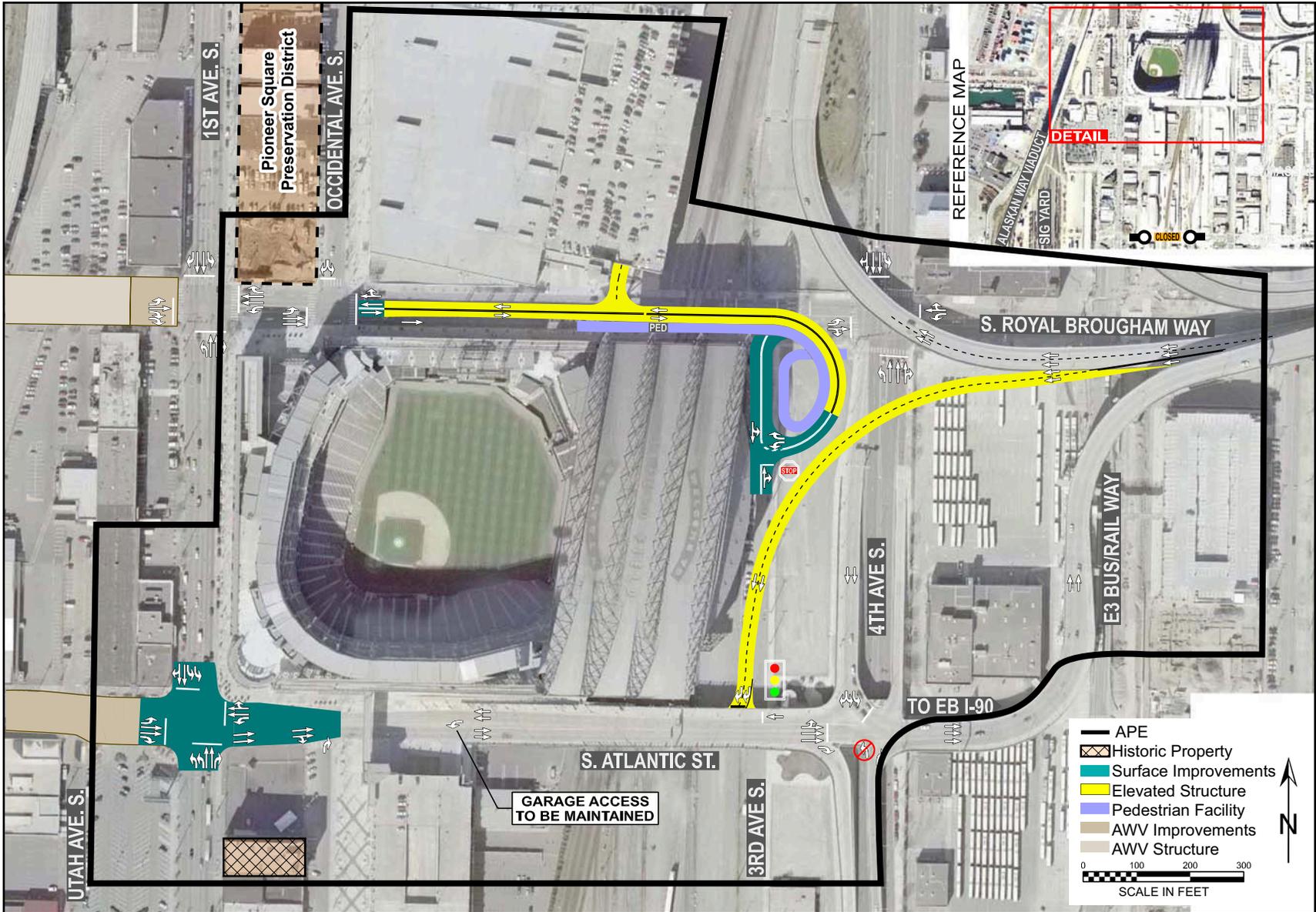


Figure 2. SR-519 APE.



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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August 8, 2007

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

In future correspondence please refer to:

Log: 050307-04-FHWA
Property: SR 519 Intermodal Access
Re: Archaeology - APE Concur

Dear Mr. Juell:

We have reviewed the materials forwarded to our office for the SR 519 Intermodal Access project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

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

Sincerely,

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



Northwest Washington Division
Urban Corridors Office
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January 7, 2008

Allyson Brooks, PhD
Washington State Historic Preservation Officer
Director, 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 36CFR800.2(c)(1), the Washington State 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 a copy of the *SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor Cultural Resources Discipline Report*, and the *Addendum to the Cultural Resources Discipline, Supplemental Archaeological Investigations*, completed by Northwest Archaeological Associates, Inc/Environmental History Company (NWAA/EHC). With this letter and the enclosed documents, and following provisions outlined in 36CFR800.13(a)(2), we seek your concurrence with a determination of No Adverse Effects to Historic Properties with the condition that the plan outlined below is implemented in its entirety.

The enclosed Discipline Report includes data collected from past project reports, ethnographic and ethnohistoric studies, geotechnical bore logs, a historic context, an assessment of project effects to the built-environment historic properties, and recommendations for archaeological investigations. The Addendum presents results of rotosonic core extraction, logging and analyses, and recommendations to complete the archaeological assessment to support the determination that this project will have No Adverse Effects to Historic Properties.

NWAA/EHC historians identified three previously-recorded buildings and one local preservation district within the Area of Potential Effects (APE) of the SR 519 Project. Only one building, the Frederick and Nelson Warehouse, is eligible for the National Register of Historic Places (NRHP). It was determined eligible for its association with railroading, tideland development, and commercial expansion by SHPO in 1996 (Griffith). Construction in the vicinity of the Frederick and Nelson Warehouse will include surface street improvements at and near the 1st Avenue South and South Atlantic Street intersection, including installation of a stormwater facility, traffic signal pole(s), and street illumination. These improvements, and potential noise or vibration produced during construction, will have no effect on the Frederick and Nelson Warehouse. Nor will

there be any impact to the local Pioneer Square Preservation District (PSPD). The PSPD partially overlaps the APE, but there are no significant or contributing cultural resources in the section of the PSPD that overlap the APE. All additional historic buildings within the APE were determined not eligible for inclusion in the NRHP.

Historical research identified a possible historically significant resource beneath the intersection of 1st Avenue South and South Atlantic Street, where a stormwater facility and one to three traffic signal stations are proposed. Several shanties appear on a Sanborn Fire Insurance map as “Shacktown” in this area, and present a potential opportunity to investigate historic low-income housing patterns south of downtown. The final design for the traffic signal stations has not yet been completed, and the proposed catch basin location currently is on private property that has not been acquired by WSDOT. The signal station foundations would be installed in augered shafts that project approximately 16 feet below the surface, while the catch basin would be placed within a backhoe-excavated trench approximately 8 feet below the surface. Archaeological investigation thus is planned to be conducted during early construction.

NWAA/EHC logged, analyzed and screened 18 six-inch diameter rotasonic cores to identify archaeological resources within proposed areas of ground disturbance. Sixteen (16) cores (SC-1 to SC-16) were extracted from pier locations and two (SC-17 and SC-18) were acquired where subsurface improvements will occur related to the retained fill location on the loop approach to the elevated structure on South Royal Brougham Way. In general, cores sampled the Holocene subtidal and intertidal depositional sequence, capped by early historic-period fill episodes that accumulated along and under wharves, followed by major hydraulic fill (regrade) deposits, with late-historic and recent age fill deposited to level the area south of downtown for urban development.

As noted in the Addendum, pre-contact archaeological materials, if present, would be recovered at the interface of the early historic fill unit with underlying Holocene tideflat sediments, or in the upper intertidal portion of the Holocene sequence. None were found in the cores.

Archaeological materials were recovered from 16 cores. All recovered debris was historic in age, and most items were from facies within the undifferentiated hydraulic fill (regrade) unit in contexts interpreted to represent secondarily deposited materials. This historic refuse presumably represents slope-washed materials from buildings razed prior to the regrading of the nearby uplands. Thus these materials are not from archaeological resources that retain integrity of location or association.

Archaeological materials in cores SC-5 and SC-11 were found, however, within early historic-period contexts that appear to indicate refuse discarded in or very near their original locations, between 16 and 25 feet below the surface. In both cores, the artifacts were recovered in sandy substrates deposited directly on the historic tideflat surface, sometime after early tideland filling episode(s) but prior to the major hydraulic fill (regrade) (see the Addendum, Figures 3-3 and 3-4). These items were found at higher density and with greater diversity of artifact types than items found in the hydraulic fill facies, and therefore may represent materials associated with archaeological resources. Alternatively, they may simply represent repeated, low intensity discard on the early,

artificially created historic-period beach, products of activity too sparse to be considered an archaeological site and that cannot be related directly to specific historic research themes. It remains undetermined whether or not these artifacts represent archaeological resources per se, and if so, whether or not they are historically significant (i.e., historic properties). Project effects thus cannot be fully assessed until additional data is collected. Because both pier locations are in paved, urban settings, and both artifact contexts are deeply buried and positioned well below the water table (approximately 8 to 10 feet below surface), we plan to conduct additional data collection during an early stage of construction.

Following the provisions outlined in 36CFR800.13(a)(2), we seek your concurrence with a determination of No Adverse Effects to Historic Properties with the condition that the following procedures are implemented:

- Drilled shaft excavations for piers at coring numbers SC-5 and SC-11 will be performed in a manner to retrieve and isolate vertical sections (approximately 16 to 25 feet below ground surface) of the substrate to intersect the deposits containing archaeological materials. A qualified archaeologist will coordinate the work with the Project Engineer and observe the field operations. The spoils then will be sifted through hardware screen to collect artifacts and other remains for analysis that will determine whether the items represent archaeological sites and if so, whether the sites possess sufficient information potential to be considered historically significant.
- The southeast corner of 1st Ave South and South Atlantic Street will be investigated during construction to determine if archaeological materials relating to historic low-income housing in this area are present. The excavated materials for the stormwater catch basin will be investigated by trenching with a backhoe. If archaeological remains are encountered, a qualified archaeologists and his or her assistant will record exposed information in the substrate and trench sidewalls, and will collect representative artifacts and other materials for subsequent analysis.
- Archaeological investigations will occur at all (one to three) signal pole foundation locations at the 1st Avenue South and South Atlantic Street intersection. At each location, a qualified archaeologist and his or her assistant will observe substrate removal and examine sediments for the presence of archaeological remains and artifacts. All sediments between 0 and approximately 16 feet below grade, and exposed sidewalls, will be investigated. Any artifacts and remains will be collected for subsequent analysis to determine if a historic property is present.
- An Unanticipated Discovery Plan (UDP) shall be written and distributed to on-site construction personnel, who will be trained on how to respond if archaeological remains are encountered during construction. The UDP will include a list of contacts and protocols to be followed in the event archaeological materials, human remains, or mortuary goods are unearthed during implementation of the project.

In summary, if any archaeological historic properties are encountered within the APE, the procedures outlined above, including documentation, data collection, and reporting, will mitigate any adverse effects to those historic properties. The investigation results will be presented in a second Addendum to the Cultural Resources Discipline Report and sent to you for comments and concurrence with any historic property determinations, and concurrence on the project's determination of effects. If you have any questions, comments or concerns regarding the project, please contact me at juellk@wsdot.wa.gov or 206-464-1236. As I have discussed previously with Mr. Matthew Sterner, we greatly would appreciate your expedited review of the enclosed materials by Friday, January 11th in order to meet the Project's Environmental Assessment signing deadline . Thank you for your interest in the project.

Sincerely,



Kenneth E. Juell
UCO Cultural Resources Specialist/Archaeologist

Enclosures

Cc: Steve Boch, FHWA
Margaret Kucharski, WSDOT
Sasha Visconty, WSDOT
Allison Hanson, WSDOT
Don Seeberger, WSDOT
Craig Holstine, WSDOT
Matthew Sterner, DAHP



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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January 15, 2008

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

In future correspondence please refer to:

Log: 050307-04-FHWA
Property: SR 519 Intermodal Access
Re: NO Adverse Effect

Dear Mr. Juell:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHHP). The SR 519 Intermodal Access project has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

I concur that the current project, as proposed, will have "NO ADVERSE EFFECT" on National Register eligible or listed historic and cultural resources. Regarding the built environment, I concur that the proposed construction will have no adverse effect on either the Frederick and Nelson Warehouse or the Pioneer Square Historic District, both National Register of Historic Places (NRHP) listed resources. I also concur with maintaining the current status of the remaining two historic properties, the Romac Industries and Carpet Warehouse buildings, identified within the project area. These structures are not eligible for NRHP listing.

Regarding the archaeological resources identified during the preliminary testing within the area of potential effect (APE), we will concur with your no adverse effect determination on condition that the following procedures are implemented (reiterated here from your determination letter):

- Drilled shaft excavations for piers at coring numbers SC-5 and SC-11 will be performed in a manner to retrieve and isolate vertical sections (approximately 16 to 25 feet below ground surface) of the substrate to intersect the deposits containing archaeological materials. A qualified archaeologist will coordinate the work with the Project Engineer and observe the field operations. The spoils then will be sifted through hardware screen to collect artifacts and other remains for



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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analysis that will determine whether the items represent archaeological sites and if so, whether the sites possess sufficient information potential to be considered historically significant.

- The southeast corner of 1st Ave South and South Atlantic Street will be investigated during construction to determine if archaeological materials relating to historic low-income housing in this area are present. The excavated materials for the stormwater catch basin will be investigated by trenching with a backhoe. If archaeological remains are encountered, a qualified archaeologists and his or her assistant will record exposed information in the substrate and trench sidewalls, and will collect representative artifacts and other materials for subsequent analysis.
- Archaeological investigations will occur at all (one to three) signal pole foundation locations at the 1st Avenue South and South Atlantic Street intersection. At each location, a qualified archaeologist and his or her assistant will observe substrate removal and examine sediments for the presence of archaeological remains and artifacts. All sediments between 0 and approximately 16 feet below grade, and exposed sidewalls, will be investigated. Any artifacts and remains will be collected for subsequent analysis to determine if a historic property is present.
- An Unanticipated Discovery Plan (UDP) shall be written and distributed to on-site construction personnel, who will be trained on how to respond if archaeological remains are encountered during construction. The UDP will include a list of contacts and protocols to be followed in the event archaeological materials, human remains, or mortuary goods are unearthed during implementation of the project.

If additional information on the project becomes available, or if any archaeological resources are uncovered during construction, please halt work in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

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

Sincerely,



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

Tribal Correspondence



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

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

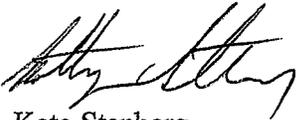
Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist

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

PURPOSE AND SCOPE OF CONSULTATION

Through consultation, we want to ensure that the tribe is afforded the opportunity to identify any concerns you may have regarding the effects of the proposed undertaking on historic properties; that you have a reasonable opportunity to advise the Federal Highway Administration and the Washington State Department of Transportation on the identification and evaluation of historic properties, including those of traditional religious and cultural importance; that you have the opportunity to express your views on the undertaking's effects on such properties; and, that the tribe is a participant in the resolution of any adverse effects which the undertaking might have on such properties.

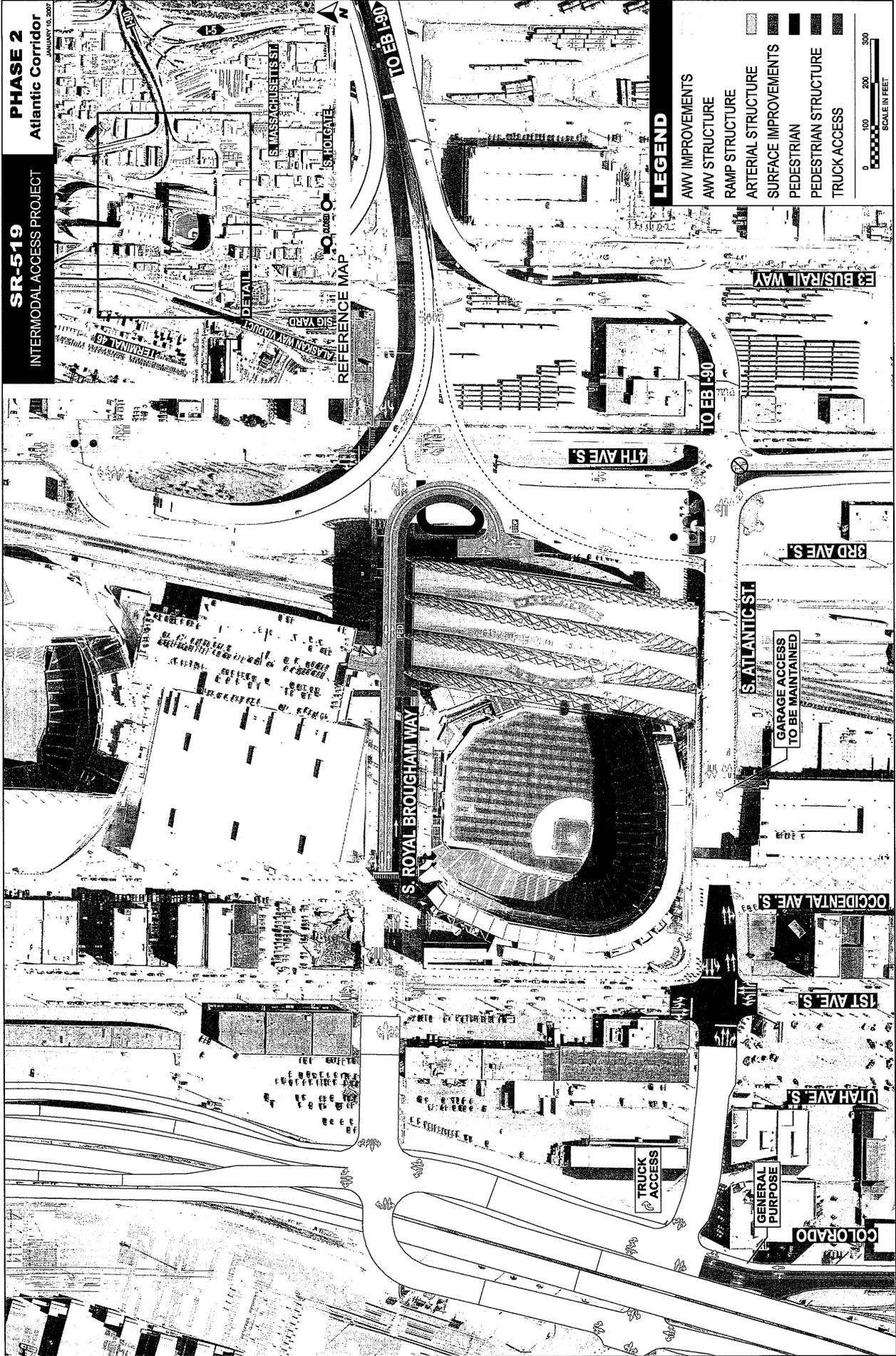
The first step in the Section 106 process, prior to the identification and evaluation of historic properties, is to identify the area of potential effects. *Area of potential effects* means the geographic area or areas within which the proposed undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. Your participation as a consulting party in determining the area of potential effects is invited. Once this area has been defined, a cultural resources survey will be initiated. If the tribe has information about traditional cultural areas that might be affected by the proposed undertaking, your input will be a valuable contribution to the cultural resources survey effort.

Once historic properties have been identified and evaluated for their historical significance in accordance with the criteria of the Keeper of the National Register of Historic Places, the affects of the proposed undertaking on any properties determined to be listed in or eligible for listing in the National Register will be assessed. The tribe's participation in this effort is invited.

As defined by the Advisory Council on Historic Preservation, *consultation* means "...the process of seeking, discussing, and considering the views of other participants and, where feasible, seeking agreement with them regarding matters arising in the section 106 process." As such, consultation is fundamental to the process of seeking ways to avoid, minimize or mitigate the affects of the undertaking on historic properties. Consequently, your active participation as a consulting party in the proposed undertaking is encouraged.

SR-519
INTERMODAL ACCESS PROJECT

PHASE 2
Atlantic Corridor
JANUARY 10, 2007



LEGEND

- AWW IMPROVEMENTS
- AWW STRUCTURE
- RAMP STRUCTURE
- ARTERIAL STRUCTURE
- SURFACE IMPROVEMENTS
- PEDESTRIAN
- PEDESTRIAN STRUCTURE
- TRUCK ACCESS



REFERENCE MAP

DETAIL

PED YARD

TRUCK YARD

MASSACHUSETTS ST

ST HELENE

TO EB I-90

TO EB I-90

4TH AVES

3RD AVES

S ATLANTIC ST

GARAGE ACCESS
TO BE MAINTAINED

S ROYAL BROUGHAM WAY

OCCIDENTAL AVE S

1ST AVE S

UTAH AVE S

TRUCK ACCESS

GENERAL
PURPOSE

COLORADO



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

Urban Corridors Office
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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.

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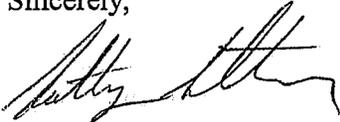
In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36. CFR 800.2(c)(4). Recognizing the government-to-government relationship 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.

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Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

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



Washington State
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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.

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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



Washington State
Department of Transportation
Douglas B. MacDonald
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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.

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Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

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



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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:

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Kate Stenberg
Project Environmental Manager

Enclosures

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Kenneth Juell WSDOT
Matthew Sterner, DAHP
Hank Gobin, Tulalip Tribes



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April 5, 2007

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

Re: SR 519 INTERMODAL ACCESS PROJECT

Dear Chair Washines:

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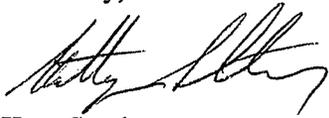
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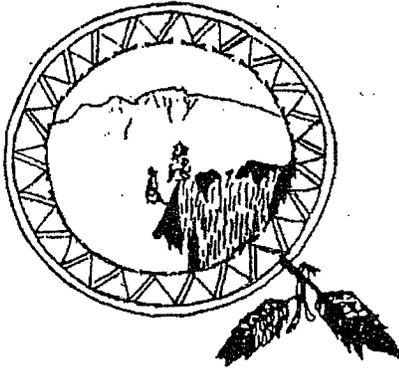
Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

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



SNOQUALMIE TRIBE

8130 Railroad Ave. Ste. 103

PO Box 969

Snoqualmie, WA 98065

Phone: 425-888-6551

Fax: 425-888-6727

E-Mail: Snoqualmie1855@snoqualmienation.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



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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.

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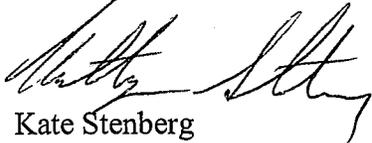
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Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

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

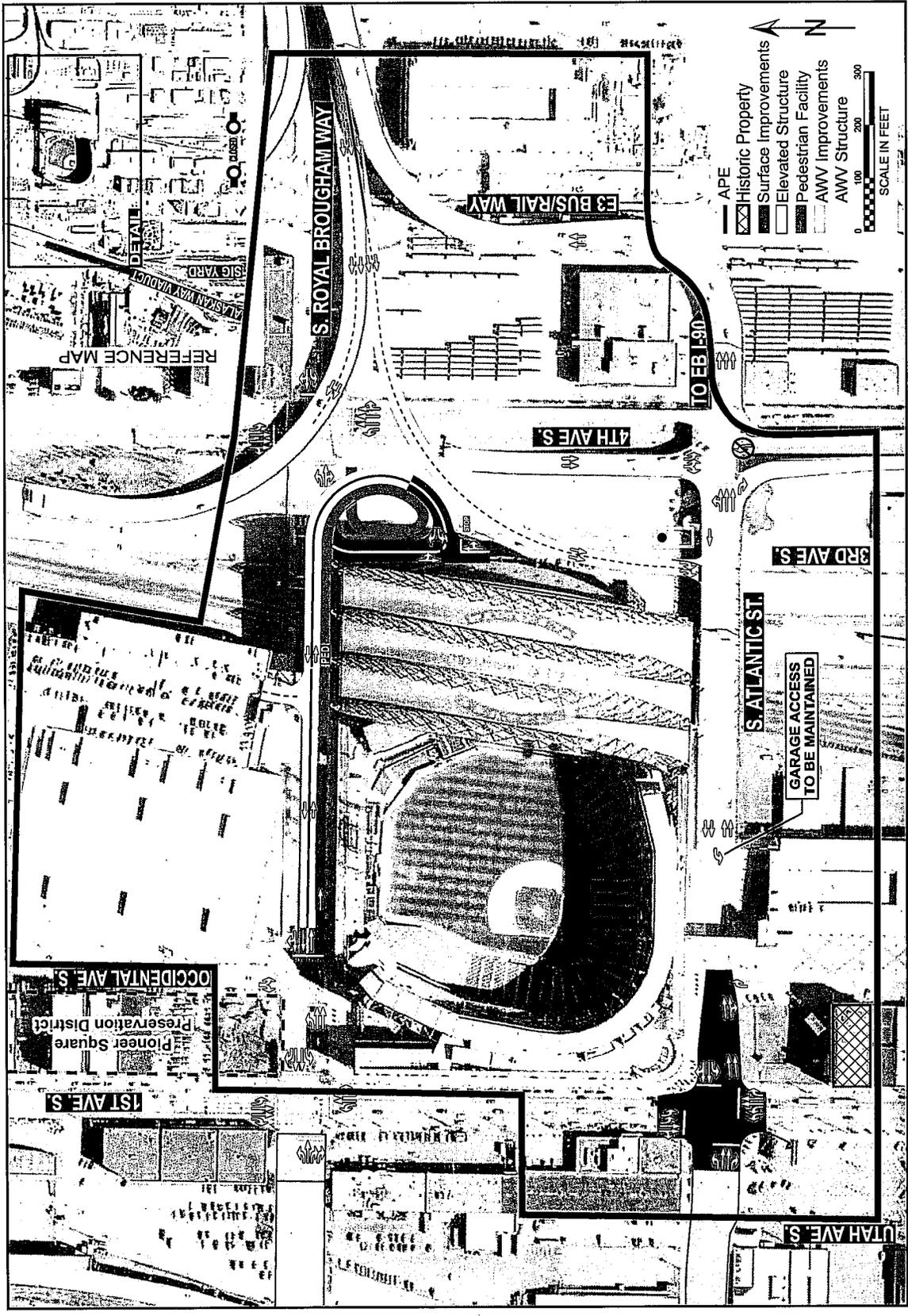


Figure 2. SR-519 APE.



**Washington State
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Douglas B. MacDonald
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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:

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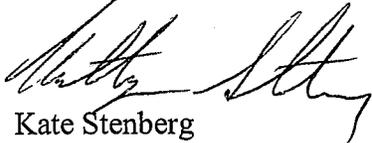
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Enclosures

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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:

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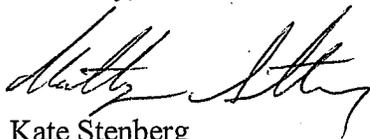
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Enclosures

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July 3, 2007

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

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

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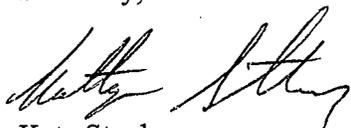
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Project Environmental Manager

Enclosures

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Sandie Turner, WSDOT
Matthew Sterner, DAHP



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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:

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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



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

Northwest Region
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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:

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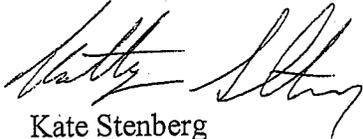
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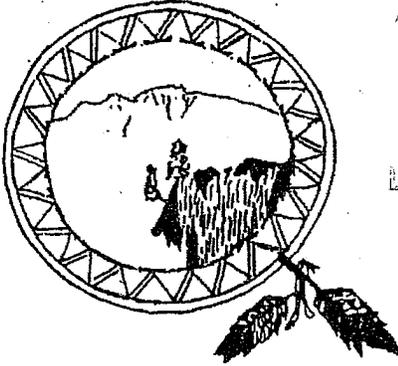
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Kate Stenberg
Project Environmental Manager

Enclosures

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



WSDOT
AWA/SR519

AUG 31 2007

Received
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8130 Railroad Ave. Ste. 103

PO Box 969

Snoqualmie, WA 98065

Phone: 425-888-6551

Fax: 425-888-6727

E-Mail: Snoqualmie1855@snoqualmienation.com

August 29, 2007

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

Re: SR 519 Intermodal Access Project, Phase 2: Atlantic Corridor

Dear Ms. Stenberg,

We would like to express our interest and desire to participate as a consulting party in the above-named project. At this time, we concur with your designation of the APE, provided it can be adjusted at a later date, if warranted. Please keep us apprised of the results of the archaeological survey as well as any other information concerning the project that is relevant to cultural resources.

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
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Paula J. Hammond, P.E.
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December 21, 2007

Ms. 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 State 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 a copy of the draft *SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor Cultural Resource Discipline Report (CR DR)*, and the *Executive Summary, Supplemental Archaeological Investigations*, completed by Northwest Archaeological Associates, Inc/Environmental History Company (NWAA/EHC). The Cultural Resources Discipline Report includes data collected from past project reports, ethnographic and ethnohistoric studies, geotechnical bore logs, a historic context overview, an assessment of project effects to the built-environment historic properties, and recommendations for archaeological investigations. The Executive Summary summarizes the subsurface archaeological investigations. Please note that an addendum to the Cultural Resources Discipline Report is being prepared. It will include all the technical data used to support the Executive Summary and summarizes findings and recommendations to complete the archaeological part of the assessment to obtain a determination of no adverse effects to historic properties. We will send you the final addendum for comments once it becomes available.

NWAA/EHC historians identified three previously-recorded buildings and one local preservation district within the Area of Potential Effects (APE) of the SR 519 Project. Only one building, the Frederick and Nelson Warehouse, is eligible for the National Register of Historic Places (NRHP). Construction in the vicinity of the Frederick and Nelson Warehouse includes surface street improvements, installation of a stormwater facility, and street illumination. These improvements will have no effect on the Frederick and Nelson Warehouse.

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hydraulic fill unit in contexts interpreted to represent redeposited materials (not where originally discarded or abandoned). This historic debris and refuse presumably represents slope-washed demolition materials from razing of former buildings prior to the regrading of the nearby uplands.

The early historic-period archaeological materials found in cores SC-5 and SC-11 may, however, represent materials discarded in their original locations. Thus they may represent materials associated with possibly significant archaeological resources (i.e., historic properties). Additional data collection is recommended at these locations during an early stage of construction.

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If you have any questions, comments or concerns regarding the project, please contact me, at stenbek@wsdot.wa.gov or 206-382-5279, or Ken Juell, at juellk@wsdot.wa.gov or 206-464-1236. We would greatly appreciate your expedited review of the enclosed materials by Friday, January 11th. Thank you for your interest in the project.

Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

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



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December 21, 2007

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

**RE: SR 519 INTERMODAL ACCESS PROJECT
PHASE 2: ATLANTIC CORRIDOR**

Dear Honorable Cecile Hansen:

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December 21, 2007

Mr. Hank Gobin
Tulalip Tribes
6410 23rd Ave NE
Tulalip, WA 98271

**RE: SR 519 INTERMODAL ACCESS PROJECT
PHASE 2: ATLANTIC CORRIDOR**

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December 21, 2007

Mr. Johnson Meninick
Yakama Nation
P.O. Box 151
Toppenish, WA 98952

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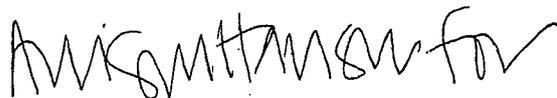
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December 21, 2007

Ms. Andrea Rogers
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98067

**RE: SR 519 INTERMODAL ACCESS PROJECT
PHASE 2: ATLANTIC CORRIDOR**

Dear Ms. Rogers:

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December 21, 2007

Mr. Dennis Lewarch
Suquamish Indian Tribe
P.O. Box 498
Suquamish, WA 98294

**RE: SR 519 INTERMODAL ACCESS PROJECT
PHASE 2: ATLANTIC CORRIDOR**

Dear Mr. Lewarch:

Per provisions of 36CFR800.2(c)(2), the Washington State 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 a copy of the draft *SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor Cultural Resource Discipline Report* (CR DR), and the *Executive Summary, Supplemental Archaeological Investigations*, completed by Northwest Archaeological Associates, Inc/Environmental History Company (NWAA/EHC). The Cultural Resources Discipline Report includes data collected from past project reports, ethnographic and ethnohistoric studies, geotechnical bore logs, a historic context overview, an assessment of project effects to the built-environment historic properties, and recommendations for archaeological investigations. The Executive Summary summarizes the subsurface archaeological investigations. Please note that an addendum to the Cultural Resources Discipline Report is being prepared. It will include all the technical data used to support the Executive Summary and summarizes findings and recommendations to complete the archaeological part of the assessment to obtain a determination of no adverse effects to historic properties. We will send you the final addendum for comments once it becomes available.

NWAA/EHC historians identified three previously-recorded buildings and one local preservation district within the Area of Potential Effects (APE) of the SR 519 Project. Only one building, the Frederick and Nelson Warehouse, is eligible for the National Register of Historic Places (NRHP). Construction in the vicinity of the Frederick and Nelson Warehouse includes surface street improvements, installation of a stormwater facility, and street illumination. These improvements will have no effect on the Frederick and Nelson Warehouse.

NWAA/EHC logged, analyzed and screened 18 six-inch diameter rotasonic cores, totaling 821 drilled linear feet, extracted from proposed pier and retained fill locations to identify archaeological resources within potential areas of ground disturbance. As noted in the Executive Summary, no pre-contact archaeological materials were identified at the interface of the early historic fill unit with underlying Holocene sediments, nor in the upper intertidal portion of the Holocene sequence. The archaeological materials that were recovered from the cores were predominately historic debris and refuse recovered from facies within the undifferentiated

hydraulic fill unit in contexts interpreted to represent redeposited materials (not where originally discarded or abandoned). This historic debris and refuse presumably represents slope-washed demolition materials from razing of former buildings prior to the regrading of the nearby uplands.

The early historic-period archaeological materials found in cores SC-5 and SC-11 may, however, represent materials discarded in their original locations. Thus they may represent materials associated with possibly significant archaeological resources (i.e., historic properties). Additional data collection is recommended at these locations during an early stage of construction.

The WSDOT Cultural Resources Program has determined that if the following procedures are followed, there will be no adverse effect on historic properties as a result of this undertaking:

- Vertical sections (approximately 16 to 25 feet below ground surface) of the spoils removed for piers SC-5 and SC-11 will be isolated and screened during shaft excavations to intersect the deposits containing archaeological materials and to ascertain whether the materials are associated with relatively intact archaeological resources (to the extent that construction methods allow).
- The southeast corner of 1st Ave South and South Atlantic Street will be investigated to determine if archaeological materials relating to historically described low-income housing in this area are present. [WSDOT does not currently own the property and cannot perform these investigations until the property is acquired.]
- An Unanticipated Discovery Plan (UDP) should be drawn up and made available to construction personnel onsite. The plan will 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.

If you have any questions, comments or concerns regarding the project, please contact me, at stenbek@wsdot.wa.gov or 206-382-5279, or Ken Juell, at juellk@wsdot.wa.gov or 206-464-1236. We would greatly appreciate your expedited review of the enclosed materials by Friday, January 11th. Thank you for your interest in the project.

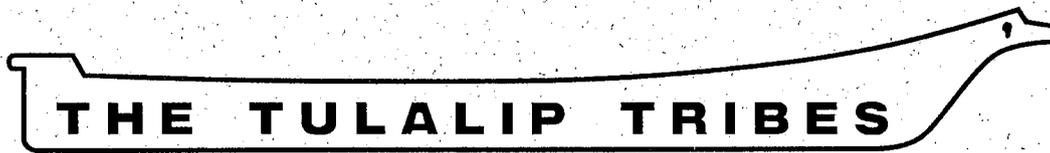
Sincerely,



Kate Stenberg
Project Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Ken Juell, WSDOT
Don Seeberger, WSDOT
Craig Holstine, WSDOT
Matthew Sterner, DAHP



WSDOT
AWV/SR519

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Received
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December 31, 2007

Cultural Resources Department

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The Tulalip Tribes are the successors in interest to the Snohomish, Snoqualmie, and Skykomish tribes and other tribes and band signatory to the Treaty of Point Elliott

Ms. Kate Stenberg
Project Environmental Manager
Washington State Dept. of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

Dear Ms. Stenberg:

I have received your December 2, 2007 cover letter regarding the SR 519 Intermodal Access Project Phase 2: Atlantic Corridor.

Obviously, there is a lot of material to read and absorb. We appreciate the opportunity. However, it does get a bit confusing.

In your cover letter paragraph 3. You state, in your, Executive Summary, **no pre-contact archaeological materials were identified at the interface of the early historic fill unit with underlying Holocene sediments, nor in the upper inter-tidal portion of the historic fill unit with underlying Holocene sediments, nor in the upper inter-tidal portion of the Holocene sequence.**

In paragraph 4. In SC-5 and SC-11 you state that there might be or may however represent materials associated with possible significant archaeological resources; therefore, we support, **that additional data collection is recommended.** What is the additional data collection process?

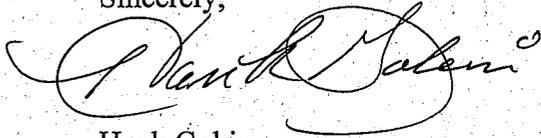
In Chapter 6. Cumulative Effects #2 paragraph 2, Past and Present. You state in the past 5 years four historic archaeological sites have been identified on the Elliott Bay tide flat. Was that information included in the report or is it a separate packet of information?

On page 6 of 3. **Direct and Indirect Effects of the Proposed Action – you state but could directly affect archaeological resources.**

Directly following that is the, **Direct and indirect Effects of the No Build Action.** You state, there would be no potential for harm to archeological sites or other historical resources!

Exhibit 6-1. We need to know, what the historic significance of the sites; i.e. what do they say, what have they shown? And will they be further impaired by these projects?

Sincerely,

A handwritten signature in cursive script, appearing to read "Hank Gobin".

Hank Gobin
Cultural Resources Manager



FISHERIES DEPARTMENT

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THE SUQUAMISH TRIBE

P.O. Box 498

Suquamish, Washington 98392

January 11, 2008

Ms. Kate Stenberg
Project Environmental Manager
Urban Corridors Office
999 Third Avenue, Suite 2424
Seattle, Washington 98104

RE: SR 519 Intermodal Access Project, Phase 2: Atlantic Corridor
Suquamish Tribe Reference: 08-01-2-01

Dear Ms. Stenberg:

Thank you for providing the Suquamish Tribe the opportunity to comment on the draft *SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor Cultural Resource Discipline Report* and the *Executive Summary, Supplemental Archaeological Investigations* prepared by Northwest Archaeological Associates, Inc./Environmental History Company.

I reviewed the documents and concur with the interpretations and the procedures that are proposed to conduct additional investigations at the southeast corner of 1st Avenue South and South Atlantic Street, to screen spoils from carefully delineated elevations derived from shaft excavations, and to prepare an Unanticipated Discovery Plan. Based on my review, I also concur with the determination by the Washington State Department of Transportation that, as presently designed and with the implementation of the proposed additional investigations, spoils screening, and preparation of an Unanticipated Discovery Plan, the project will not have adverse effects on historic properties.

Thank you for the opportunity to provide comments for the record. Please contact me at (360) 394-8529 or via e-mail at dlewarch@suquamish.nsn.us if you have questions regarding the comments provided by the Suquamish Tribe.

Sincerely,

Dennis E. Lewarch
Archaeologist/Tribal Historic Preservation Officer

Cc: Ken Juell, Cultural Resource Specialist, Urban Corridors Office, WSDOT
Margaret Kucharski, Environmental Specialist, WSDOT
Dr. Robert G. Whitlam, State Archaeologist, Department of Archaeology
and Historic Preservation

