

APPENDIX B AGENCY AND TRIBAL CORRESPONDENCE

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February 13, 2008

Bruce Fletcher
Parks Director
City of Tukwila
6300 Southcenter Boulevard
Tukwila, WA 98188

Re: Tukwila to Renton Improvement Project Section 4(f) Consultation Summary for Duwamish-Green River Trail/Christensen Greenbelt, Duwamish-Green River Trail Trailhead, and Interurban Trail

Dear Mr. Fletcher:

The I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 - Phase 2) will widen or construct six bridges over the Green River and reconstruct the I-405 / SR 181 interchange in the City of Tukwila (the City). These improvements will have an effect upon three recreational resources owned or maintained by the City.

This letter summarizes the consultation between Rick Still, Deputy Director, Tukwila Parks and Recreation, and Linda Osborn, I-405 Project Team. The I-405 Project Team completed a Section 4(f) evaluation for each of the resources. We prepared the evaluations based on guidance contained in the FHWA Section 4(f) Policy Paper issued March 1, 2005; Title 2 of the Code of Federal Regulations, Section 771.135 (Section 4(f)); and the WSDOT *Environmental Procedures Manual* published March 2005. The consultation concluded the following:

1) Duwamish-Green River Trail/Christensen Greenbelt

This property was purchased using the Land and Water Conservation Fund Act funds, making it both a Section 6(f) and a Section 4(f) resource. While no direct use will result from the Project, a new bridge crossing over the trail will infringe upon approximately 2,000 square feet of air rights. WSDOT will coordinate with the City, the Washington State Recreation and Conservation Office, and the National Park Service to complete the Section 6(f) process once project funding is secured. No Section 4(f) lands will be permanently acquired from this trail. There will be temporary occupancy during construction. The occupancy is temporary because:

- The disruption to the trail will require less time than the construction period for the entire project;

- There will be no change in ownership;
- The nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts and there will be no interference with the activities or purpose of the resource, on either a temporary or permanent basis; and
- The land being used will be restored to a condition which is at least as good as that prior to the project.

WSDOT will also work with the City of Tukwila to determine appropriate detour routes and signage during construction.

2) Duwamish-Green River Trailhead

The construction of Tukwila Parkway over the Green River will result in a direct use of approximately 36,600 square feet of land and displace approximately 13 parking spaces at the trailhead. WSDOT will replace any park land lost with in-kind mitigation at a location to be agreed upon by the City and WSDOT at the time the Project is funded. WSDOT and the City agree to no net loss of parking spaces at the trailhead. WSDOT and the City also agree to relocate an overlook on the Green River if the constructed Project conflicts with the current location of the overlook. WSDOT will replace existing park amenities, including landscaping, upon the conclusion of the Project.

3) Interurban Trail

This trail currently crosses under I-405 along SR 181. WSDOT will relocate the trail to the east from its current location as part of reconstructing the I-405 / SR 181 Interchange. The trail will be routed to cross under I-405 adjacent to the Union Pacific and the Burlington Northern Santa Fe railroad right-of-way. No Section 4(f) lands will be permanently acquired from this trail. There will be temporary occupancy during construction. The occupancy is temporary because:

- The disruption to the trail will require less time than the construction period for the entire project;
- There will be no change in ownership;
- The nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts and there will be no interference with the activities or purpose of the resource, on either a temporary or permanent basis; and

Mr. Bruce Fletcher
Page 3
February 13, 2008

- The land being used will be restored to a condition which is at least as good as that prior to the project.

WSDOT will also work with the City of Tukwila to determine appropriate detour routes and signage during construction.

Please confirm the City's concurrence with the three points above by returning a copy of this letter signed by the City's designated representative.

Sincerely,



Stacy Trussler, Deputy Project Director
WSDOT, I-405 Project
425.456.8563
trussler@wsdot.wa.gov

Concurrence by City of Tukwila:

Name:

Title:

Date:

Jain Hagyard BT
MAYOR
2/13/08



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 ♪ Olympia, Washington 98501
Mailing address: PO Box 48343 ♪ Olympia, Washington 98504-8343
(360) 586-3065 ♪ Fax Number (360) 586-3067 ♪ Website: www.dahp.wa.gov

January 15, 2008

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

In future correspondence please refer to:

Log: 112206-10-FHWA

Property: I-405 Tukwila to Renton Improvement (I-5 to SR 169-Phase 2)(TRIP)

Re: Archaeology - No Historic Properties

Dear Ms. Walker Gray:

Thank you for contacting our office and providing a copy of the cultural resources survey report. We concur with the professional recommendations put forward in the report and your finding of No Historic Properties Effected.

The report indicates that three archaeological resources were identified within the funded portion of the project: the Renton Civic Dump, the Renton Coal Mine, and the Talbot Road Dam and Retaining Wall site. The report also indicates that one archaeological resource, the Puget Sound and Shore railroad grade was identified outside of the funded portion of the project. We concur with your determination that none of these resources are eligible for listing in the National Register of Historic Places (NRHP).

We understand that two NRHP-eligible sites exist within the area of potential effect, the Renton Historic Museum and the James Nelson House, but that neither property will be affected by the present undertaking. We further agree with the recommendation made in the technical report that none of the 80 historic properties identified in Appendix B of the report are eligible for listing in the NRHP.

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).



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

These comments are based on the information available at the time of this review and on the 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. In the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop, the area secured, and this office and the concerned tribes notified.

Sincerely,



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



RECEIVED

600 - 108th Avenue NE, Suite 405
Bellevue, WA 98004
Main 425-456-8500
Fax 425-456-8600

AN 2 2 2008

MS: NB82-250

January 9, 2008

PLANNING CORRIDORS OFFICE

COPY

Terry Higashiyama, Community Services Administrator
City of Renton
1055 Grady Way
Renton, WA 98055

**Re: I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 - Phase 2)
Liberty Park, Cedar River Park, Cedar River Trail, and the Narco Property**

Dear Ms. Higashiyama:

The City of Renton (the City) and WSDOT began a collaborative process in 2005 with a design charette. This charette was in response to the anticipated effects that may result from the proposed expansion of I-405 through the area of the Tri-Parks. The charette resulted in several design concepts that were refined until both the City and WSDOT agreed on the project footprint. The results are now being carried forward in the Tukwila to Renton Improvement Project's (the Project) Section 4(f) Evaluation.

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) prohibits the Federal Highway Administration from approving a transportation project that uses land from a significant park, recreation area, wildlife or waterfowl refuge, or land of a historic site of national, state, or local significance, unless there is no feasible and prudent alternative, and the project includes all possible planning to minimize harm to the property.

This letter summarizes the consultation between Leslie Betlach, Director, Renton Parks, and Linda Osborn, I-405 Project Team on October 25, 2007. The I-405 Project Team completed a Section 4(f) evaluation for each of the resources. We prepared the evaluations based on guidance contained in the FHWA Section 4(f) Policy Paper issued March 1, 2005; Title 2 of the Code of Federal Regulations, Section 771.135 (Section 4(f)); and the WSDOT *Environmental Procedures Manual* published March, 2005.

There will be no land acquired, either permanently or temporarily from Liberty Park, Cedar River Trail, and the Narco property. Permanent acquisition of Section 4(f) protected resources at Cedar River Park includes 35,752 square feet or 0.82 acres to construct the northbound off-ramp from I-405 to SR 169.

Ms. Higashiyama

January 9, 2008

Page 2 of 2

While the direct effects can be measured and expressed in a quantifiable area, both WSDOT and the City of Renton concur that the Tukwila to Renton Project imposes other, even though less quantifiable, effects to the recreation environments at Liberty Park, Cedar River Park, Cedar River Trail, and the Narco property. The design charrette ferreted out these effects. Through this process, WSDOT joined with the City to develop a master plan concept that works in conjunction with the proposed I-405 corridor improvements. WSDOT and the City arrived at a consensus on necessary and desirable park improvements and further concurred on whether each park improvement would be considered mitigation for effects as a result of the I-405 project or would be city-desired recreation improvements. The outcome of this charette was incorporated into the City of Renton Tri-Park Master Plan, which was adopted by the Renton City Council on September 25, 2006.

The purpose of this letter is to document for the purposes of Section 4(f) compliance that the City concurs with the following:

- 1) The City and WSDOT agree on each party's responsibilities for the Tri-Park elements, as documented in the Project's Section 4(f) Evaluation, based on the magnitude of anticipated impacts by the Project.
- 2) WSDOT and the City agree that mitigation for the impacts will be implemented after the Project improvements are funded.
- 3) WSDOT's desire is to implement the Section 4(f) mitigation during construction of the Project. However, if the City's own funding and timeline for implementation makes this not practical, then the City and WSDOT will develop a plan for mitigating the Project impacts for which WSDOT is responsible.

Please confirm the City's concurrence with the three points above by returning a copy of this letter signed by the City's designated representative.

Sincerely,



Stacy Trussler, Deputy Project Director
WSDOT, I-405 Project
425.456.8563
trussler@wsdot.wa.gov

Concurrence by City of Renton:

Name: David Law

Title: Mayor, City of Renton

Date: 1/17/08

cc: Gregg Zimmerman
Leslie Betlach
Ross Fenton
Jason McKinney



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

December 12, 2007

Andrea Rogers
Legal Council
Snoqualmie Tribe
PO Box 969
Snoqualmie, WA 98065

**RE: I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 Phase 2),
King County – Cultural Resource Technical Memorandum**

Dear Ms. Rogers:

Per provisions of 36CFR800, The I-405 Team is continuing consultation for the above project. Enclosed, please find a copy of the Cultural, Historic, and Archaeological Technical Memorandum (dated December 2007), which summarizes the cultural resources assessment conducted by Washington State Department of Transportation Cultural Resource Staff and Landau and Associates for the above project. The Area of Potential Effect (APE) for this project includes all known areas of ground disturbance—including demolition, construction, staging, equipment storage locations, stormwater management facilities, and known stream mitigation sites. Investigations include primary and secondary source background research, reconnaissance survey, subsurface archaeological investigations, and recordation of all historic resources 50 years old and older.

As noted in the report, the project will have no adverse effects on historic structures. There are two known historic structures potentially eligible for the National Register of Historic Preservation (NRHP)- Renton Historical Museum (45KI242) and James Nelson House (45KI596) within the APE. Neither resource will be directly affected by the project. There are also four known archaeological sites that occur in the unfunded portion of the APE. These sites are: the Green River shell midden (45KI6); the Henry Moses Aquatic Center site (45KI686); the Puget Sound and Shore Railroad grade (45KI768), and an unnamed historic debris scatter (45KI452). Work in the funded and accessible portion will have no adverse effects on NRHP-eligible archaeological sites. Work in the remainder of the APE will be evaluated under the terms of the I-405 Programmatic Agreement.

In summary, although historic or potentially historic properties are located within the APE, there will be no effect to these properties as a result of this undertaking. If you have comments on the attached document, we request that you please submit them by January 18, 2008.

If you have knowledge of traditional cultural properties in or near the proposed project area, or should you have questions regarding the project, you may contact me at 425.456.8647 or William.jordan@i405.wsdot.wa.gov. Alternatively, you may reach Ken Juell, UCO's Cultural Resources Specialist at 206.464.1236 or JuellK@wsdot.wa.gov.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'W. Jordan', with a long horizontal flourish extending to the right.

William Jordan
I-405 Corridor Environmental Manager

Enclosure

cc: Steve Boch, FHWA
Ken Juell, WSDOT - UCO
Colleen Jollie, WSDOT



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

December 12, 2007

Kate Valdez
Cultural Resources Manager
Yakama Nation
PO Box 151
Toppenish, WA 98948

**RE: I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 Phase 2),
King County – Cultural Resource Technical Memorandum**

Dear Ms. Valdez:

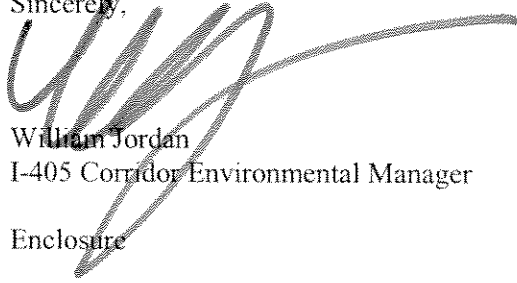
Per provisions of 36CFR800, The I-405 Team is continuing consultation for the above project. Enclosed, please find a copy of the Cultural, Historic, and Archaeological Technical Memorandum (dated December 2007), which summarizes the cultural resources assessment conducted by Washington State Department of Transportation Cultural Resource Staff and Landau and Associates for the above project. The Area of Potential Effect (APE) for this project includes all known areas of ground disturbance—including demolition, construction, staging, equipment storage locations, stormwater management facilities, and known stream mitigation sites. Investigations include primary and secondary source background research, reconnaissance survey, subsurface archaeological investigations, and recordation of all historic resources 50 years old and older.

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Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'W. Jordan', is written over the typed name and title.

William Jordan
I-405 Corridor Environmental Manager

Enclosure

cc: Steve Boch, FHWA
Ken Juell, WSDOT - UCO
Colleen Jollie, WSDOT



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

December 12, 2007

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

**RE: I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 Phase 2),
King County – Cultural Resource Technical Memorandum**

Dear Ms. Murphy:

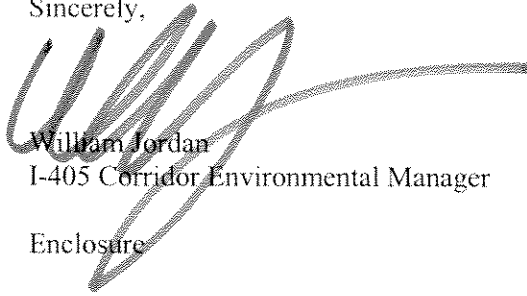
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Sincerely,

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William Jordan
I-405 Corridor Environmental Manager

Enclosure

cc: Steve Boeh, FHWA
Ken Juell, WSDOT - UCO
Colleen Jollie, WSDOT



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

December 12, 2007

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

**RE: I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 Phase 2),
King County – Cultural Resource Technical Memorandum**

Dear Ms. Hansen:

Per provisions of 36CFR800, The I-405 Team is continuing consultation for the above project. Enclosed, please find a copy of the Cultural, Historic, and Archaeological Technical Memorandum (dated December 2007), which summarizes the cultural resources assessment conducted by Washington State Department of Transportation Cultural Resource Staff and Landau and Associates for the above project. The Area of Potential Effect (APE) for this project includes all known areas of ground disturbance—including demolition, construction, staging, equipment storage locations, stormwater management facilities, and known stream mitigation sites. Investigations include primary and secondary source background research, reconnaissance survey, subsurface archaeological investigations, and recordation of all historic resources 50 years old and older.

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In summary, although historic or potentially historic properties are located within the APE, there will be no effect to these properties as a result of this undertaking. If you have comments on the attached document, we request that you please submit them by January 18, 2008.

If you have knowledge of traditional cultural properties in or near the proposed project area, or should you have questions regarding the project, you may contact me at 425.456.8647 or William.jordan@i405.wsdot.wa.gov. Alternatively, you may reach Ken Juell, UCO's Cultural Resources Specialist at 206.464.1236 or JuellK@wsdot.wa.gov.

Sincerely,



William Jordan
I-405 Corridor Environmental Manager

Enclosure

cc: Steve Boch, FHWA
Ken Juell, WSDOT - UCO
Colleen Jollie, WSDOT



Washington State
Department of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104
206-464-1221/Fax 206-464-1189
www.wsdot.wa.gov

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NOV 09 2006

November 6, 2006

URBAN CORRIDORS OFFICE

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Office of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

Re: I-405 Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2)

Dear Dr. Brooks:

Per provisions of 36 CFR 800, we are initiating consultation for the above project. Please review the enclosed Areas of Potential Effect (APE) maps.

Project Description

The Tukwila to Renton Improvement Project expands on the Renton Nickel Improvement Project, and adds one lane in both directions on I-405 between I-5 and SR 167 and between SR 167 and SR 169, extends the southbound high-occupancy vehicle (HOV) lane on SR 167 north to I-405, and adds one lane southbound on SR 167 between I-405 and SW 41st Street. The project extends approximately four miles along I-405, from I-5 to SR 169, and approximately 1.5 miles along SR 167, from I-405 to South 180th Street. The project adds approximately \$1.2 billion of improvements to the I-405 corridor. The improvements from west to east (north) are as follows:

I-5 to East of SR 181

- Realign I-405 near the Westfield Shoppingtown Mall to accommodate improvements near the Green River and SR 181.
- Reconstruct the south half of the SR 181 interchange, including extending Tukwila Parkway east to SR 181 over the Green River and constructing a new on-ramp from Tukwila Parkway to northbound I-405.
- Improve the north half of the SR 181 interchange and local arterials within the interchange area.
- Construct or modify six bridges over the Green River, lower the Green River Trail, and realign the Interurban Trail.

East of SR 181 to North of SR 169

- Construct one additional lane in both directions on I-405 from SR 181 through SR 167.
- Construct a new split-diamond interchange at Lind Avenue and at SR 515 (Talbot Road), with connecting northbound and southbound frontage roads.

- Replace I-405 bridges at Lind Avenue and at SR 515.
- Construct a general-purpose direct-connector ramp between southbound I-405 and southbound SR 167.
- Construct exterior ramps from northbound I-405 to and from SR 167.
- Reconstruct East Valley Road between SW 16th Street and SW 23rd Street.
- Construct two additional lanes in both directions on I-405 from SR 167 through SR 169.
- Construct an auxiliary lane on northbound SR 167 from South 180th Street to I-405.
- Replace/construct four bridges over the Cedar River. These bridges are northbound and southbound I-405, the Burlington Northern Santa Fe Railroad, and a pedestrian bridge.
- Replace the two local street accesses to Renton Hill.
- Close Houser Way and reroute traffic to re-stripped Bronson Way.

HOV Direct Connectors between I-405 and SR 167

- Construct HOV direct-connector ramps in both directions between the south leg and east leg of the I-405/SR 167 interchange (i.e. from southbound I-405 to southbound SR 167 and from northbound SR 167 to northbound I-405).

Definition of the Project Area of Potential Effects (APE)

The Project APE includes areas where archaeological resources may be encountered and areas where historic structures may be directly or indirectly affected. Potential effects to archaeological sites may occur where ground disturbance will take place. Project activities and structures that will produce ground disturbance include grading, pilings for new bridge structures, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, which are shown on the attached plan sheets. This area is confined largely to the existing I-405 right-of-way, SR 167, and SR 515, but also includes intersections that provide access to I-405 and some properties adjacent to the I-405 right-of-way.

Historic structures may be affected in the area adjacent to I-405 and SR 167 rights-of-way, and the intersections where improvements are scheduled. The APE boundary encompasses either one tax lot on each side of the I-405 and SR 167 rights-of-way and the feeder intersections and connector streets or 200 feet from their margins, whichever is less. This definition was chosen for several reasons:

- The project area vicinity is an extensively developed commercial and industrial zone where proposed improvements (four lanes to six lanes of elevated structures and deeply bedded road grade, and adding dedicated left-turn lanes to existing feeder intersections) will not substantially change views in this highly urbanized area.
- Many residential lots along SR 167 and commercial lots along I-405 in this industrialized area are large, with the existing structure located a considerable distance from the roadway. The planned work thus would not have an effect on character of the viewshed, noise level, or vibration level for properties more than 200 feet away from the right of way. Many structures along SR 167 have views to the roadways blocked by established vegetation.

The project APE is shown as the red line on the enclosed aerial photo-based maps.

The Tukwila to Renton Improvement Project will be a design-build project. As such, many project structures, such as pile locations for river crossings won't be known until a design-build contractor is selected. At this time only a portion of the current project footprint has funding. A funding timeline is currently unknown for the remainder of the project. Because the project may not be fully funded until 2015, all existing historic structures built in 1965 and earlier (50 years or greater) will be recorded and evaluated. As additional construction funding becomes available, a design-build contractor may be selected. At that time, design will proceed and properties may be acquired.

Since this is primarily an unfunded, design-build project, it will not be possible to conduct a full archaeological survey prior to completion of the environmental review process. We anticipate working with your office and the Federal Highway Administration to develop a project specific programmatic agreement that would create a process for phasing cultural resource investigations as the project develops.

We look forward to your concurrence with the project APE. It may be beneficial for us to meet with you, Mr. Sterner, and Mr. Holter to discuss the I-405 Tukwila to Renton Improvement Project specifically, and how it fits into the broader I-405 Congestion Relief and Bus Rapid Transit projects. Please contact me at 360-570-2448, email at BundyB@wsdot.wa.gov, or Ken Juell at 206-464-1236, email at juellk@wsdot.wa.gov. All official correspondence should go to Ken Juell at the Urban Corridors Office.

Sincerely,



Kenneth E. Juell
Cultural Resources Specialist
WSDOT Urban Corridors Office
401 2nd Avenue South, Suite 560
Seattle, WA 98104

Enclosures

cc: Sharon Love, FHWA, w/o enclosures
Allison Ray, WSDOT I-405 Office, w/o enclosures
Sasha Visconty, WSDOT UCO, w/o enclosures
Barbara Bundy, WSDOT HQ, w/o enclosures
Jason McKinney, WSDOT I-405 Office, w/o enclosures



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

November 22, 2006

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: 112206-10-FHWA

Property: I-405 Tukwila to Renton Improvement (I-5 to SR 169-Phase 2)

Re: Archaeology - APE Concur

Dear Mr. Juell:

We have reviewed the materials forwarded to our office for the I-405 Tukwila to Renton Improvement (I-5 to SR 169-Phase 2) 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. We would be happy to meet with you regarding those aspects of the project discussed in your letter. Please contact us at your convenience to arrange for a mutually convenient time and location.

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

Sincerely,

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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

November 8, 2006

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

Re: I-405 Tukwila to Renton Improvement Project (I-5 to SR 169, Phase 2)

Dear Chairperson Hansen:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are preparing an Environmental Assessment (EA) to document the environmental consequences and possible mitigation measures for the I-405 Tukwila to Renton Improvement Project within the existing Interstate 405 (I-405) corridor located in Tukwila and Renton, WA.

Project Description

The Tukwila to Renton Improvement Project expands on the Renton Nickel Improvement Project, and adds one lane in both directions on I-405 between I-5 and SR 167 and between SR 167 and SR 169, extends the southbound high-occupancy vehicle (HOV) lane on SR 167 north to I-405, and adds one lane southbound on SR 167 between I-405 and SW 41st Street.

The Tukwila to Renton Improvement Project extends approximately four miles along I-405, from I-5 to SR 169, and approximately 1.5 miles along SR 167, from I-405 to South 180th Street. The project adds approximately \$1.2 billion of improvements to the I-405 corridor. The improvements from west to east (north) are as follows:

I-5 to East of SR 181

- Realign I-405 near the Westfield Shoppingtown Mall to accommodate improvements near the Green River and SR 181.
- Reconstruct the south half of the SR 181 interchange, including extending Tukwila Parkway east to SR 181 over the Green River and constructing a new on-ramp from Tukwila Parkway to northbound I-405.
- Improve the north half of the SR 181 interchange and local arterials within the interchange area.
- Construct or modify six bridges over the Green River, lower the Green River Trail, and realign the Interurban Trail.

East of SR 181 to North of SR 169

- Construct one additional lane in both directions on I-405 from SR 181 through SR 167.
- Construct a new split-diamond interchange at Lind Avenue and at SR 515 (Talbot Road), with connecting northbound and southbound frontage roads.
- Replace I-405 bridges at Lind Avenue and at SR 515.
- Construct a general-purpose direct-connector ramp between southbound I-405 and southbound SR 167.
- Construct exterior ramps from northbound I-405 to and from SR 167.
- Reconstruct East Valley Road between SW 16th Street and SW 23rd Street.
- Construct two additional lanes in both directions on I-405 from SR 167 through SR 169.
- Construct an auxiliary lane on northbound SR 167 from South 180th Street to I-405.
- Replace/construct four bridges over the Cedar River. These bridges are northbound and southbound I-405, the Burlington Northern Santa Fe Railroad, and a pedestrian bridge.
- Replace the two local street accesses to Renton Hill.
- Close Houser Way and reroute traffic to restriped Bronson Way.

HOV Direct Connectors between I-405 and SR 167

- Construct HOV direct-connector ramps in both directions between the south leg and east leg of the I-405/SR 167 interchange (i.e. from southbound I-405 to southbound SR 167 and from northbound SR 167 to northbound I-405).

Definition of the Project Area of Potential Effects (APE)

The Project APE includes an Archaeological APE and a Historic Structures APE. The Archaeological APE is defined as the area within which all ground disturbance will take place, and thus where potential effects to archaeological remains may occur. Project activities and structures that will produce ground disturbance include grading, pilings for new bridge structures, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, which are shown on the attached plan sheets. The archaeological APE is confined largely to the existing I-405 right-of-way, SR 167 and SR 515, but also includes intersections that provide access to I-405 and some properties adjacent to the I-405 right-of-way.

The historic structures APE is defined as the area adjacent to I-405 and SR 167 rights-of-way, and the intersections where improvements are scheduled, where there is a possibility of indirect effects to historic structures. The historic structures APE boundary

encompasses either one tax lot on each side of the I-405 and SR 167 rights-of-way and the feeder intersections and connector streets or 200 feet from their margins, whichever is less. This definition was chosen for several reasons:

- The project area vicinity is an extensively developed commercial and industrial zone where proposed improvements (four lanes to six lanes of elevated structures and deeply bedded road grade, and adding dedicated left-turn lanes to existing feeder intersections) will not substantially change viewsapes in this highly urbanized area.
- Many residential lots along SR 167 and commercial lots along I-405 in this industrialized area are large, with the existing structure located a considerable distance from the roadway. The planned work thus would not have an effect on character of the viewshed, noise level, or vibration level for properties more than 200 feet away from the right of way. Many homes along SR 167 have views to the roadways blocked by established vegetation.

The project APE is shown as the red line on the enclosed aerial photo-based maps.

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 that the FHWA has with the tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. However, since the 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 for assistance with the process and/or undertaking.

Separate from the Section 106 consultation process we would also like to have your feedback on how the project might affect natural resources important to your tribe. We also invite you to comment on the project's proposed Area of Potential Effect as shown on the attached maps.

Please respond to this letter with a letter or e-mail acknowledging your interest in participating in this undertaking as a consulting party and identifying key tribal contacts for both cultural resources and natural resources. We request your response and comments by **December 10, 2006**. Should you have any questions about this project, you may contact me at 425.450.8610 or rayalli@wsdot.wa.gov

If you have any questions about the Section 106 process, you may contact Ken Juell, WSDOT-Urban Corridor's Office Cultural Resource Specialist at 206-464-1236 or JuellK@wsdot.wa.gov.

Sincerely,

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Allison Ray
I-405 Environmental Manager

Enclosures

cc: Steve Boch, FHWA, w/o enclosures
Ken Juell, WSDOT UCO, w/o enclosures
Barbara Bundy, WSDOT UCO, w/o enclosures
Sandie Turner, WSDOT HQ, w/o enclosures
Colleen Jollie, WSDOT HQ, w/o enclosure



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

November 8, 2006

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

Re: I-405 Tukwila to Renton Improvement Project (I-5 to SR 169, Phase 2)

Dear Chairperson Daniels:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are preparing an Environmental Assessment (EA) to document the environmental consequences and possible mitigation measures for the I-405 Tukwila to Renton Improvement Project within the existing Interstate 405 (I-405) corridor located in Tukwila and Renton, WA.

Project Description

The Tukwila to Renton Improvement Project expands on the Renton Nickel Improvement Project, and adds one lane in both directions on I-405 between I-5 and SR 167 and between SR 167 and SR 169, extends the southbound high-occupancy vehicle (HOV) lane on SR 167 north to I-405, and adds one lane southbound on SR 167 between I-405 and SW 41st Street.

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- Reconstruct the south half of the SR 181 interchange, including extending Tukwila Parkway east to SR 181 over the Green River and constructing a new on-ramp from Tukwila Parkway to northbound I-405.
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- Construct or modify six bridges over the Green River, lower the Green River Trail, and realign the Interurban Trail.

East of SR 181 to North of SR 169

- Construct one additional lane in both directions on I-405 from SR 181 through SR 167.
- Construct a new split-diamond interchange at Lind Avenue and at SR 515 (Talbot Road), with connecting northbound and southbound frontage roads.
- Replace I-405 bridges at Lind Avenue and at SR 515.
- Construct a general-purpose direct-connector ramp between southbound I-405 and southbound SR 167.
- Construct exterior ramps from northbound I-405 to and from SR 167.
- Reconstruct East Valley Road between SW 16th Street and SW 23rd Street.
- Construct two additional lanes in both directions on I-405 from SR 167 through SR 169.
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- Replace/construct four bridges over the Cedar River. These bridges are northbound and southbound I-405, the Burlington Northern Santa Fe Railroad, and a pedestrian bridge.
- Replace the two local street accesses to Renton Hill.
- Close Houser Way and reroute traffic to restriped Bronson Way.

HOV Direct Connectors between I-405 and SR 167

- Construct HOV direct-connector ramps in both directions between the south leg and east leg of the I-405/SR 167 interchange (i.e. from southbound I-405 to southbound SR 167 and from northbound SR 167 to northbound I-405).

Definition of the Project Area of Potential Effects (APE)

The Project APE includes an Archaeological APE and a Historic Structures APE. The Archaeological APE is defined as the area within which all ground disturbance will take place, and thus where potential effects to archaeological remains may occur. Project activities and structures that will produce ground disturbance include grading, pilings for new bridge structures, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, which are shown on the attached plan sheets. The archaeological APE is confined largely to the existing I-405 right-of-way, SR 167 and SR 515, but also includes intersections that provide access to I-405 and some properties adjacent to the I-405 right-of-way.

The historic structures APE is defined as the area adjacent to I-405 and SR 167 rights-of-way, and the intersections where improvements are scheduled, where there is a possibility of indirect effects to historic structures. The historic structures APE boundary

encompasses either one tax lot on each side of the I-405 and SR 167 rights-of-way and the feeder intersections and connector streets or 200 feet from their margins, whichever is less. This definition was chosen for several reasons:

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The project APE is shown as the red line on the enclosed aerial photo-based maps.

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 that the FHWA has with the tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. However, since the 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 for assistance with the process and/or undertaking.

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If you have any questions about the Section 106 process, you may contact Ken Juell, WSDOT-Urban Corridor's Office Cultural Resource Specialist at 206-464-1236 or JuellK@wsdot.wa.gov.

Sincerely,

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Allison Ray
I-405 Environmental Manager

Enclosures

cc: Karen Walter, Muckleshoot Natural Resources, w/o enclosures
Laura Murphy, Muckleshoot Cultural Resources, w/o enclosures
Steve Boch, FHWA, w/o enclosures
Ken Juell, WSDOT UCO, w/o enclosures
Barbara Bundy, WSDOT UCO, w/o enclosures
Sandie Turner, WSDOT HQ, w/o enclosures
Colleen Jollie, WSDOT HQ, w/o enclosure



November 8, 2006

Honorable Bill Sweet, Chair
Snoqualmie Tribe
PO Box 969
Snoqualmie, WA 98065

Re: I-405 Tukwila to Renton Improvement Project (I-5 to SR 169, Phase 2)

Dear Chairperson Sweet:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are preparing an Environmental Assessment (EA) to document the environmental consequences and possible mitigation measures for the I-405 Tukwila to Renton Improvement Project within the existing Interstate 405 (I-405) corridor located in Tukwila and Renton, WA.

Project Description

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Allison Ray
I-405 Environmental Manager

Enclosures

cc: Andrea Rodgers, Snoqualmie Tribe Transportation, w/o enclosures
Steve Boch, FHWA, w/o enclosures
Ken Juell, WSDOT UCO, w/o enclosures
Barbara Bundy, WSDOT UCO, w/o enclosures
Sandie Turner, WSDOT HQ, w/o enclosures
Colleen Jollie, WSDOT HQ, w/o enclosure



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

November 8, 2006

Honorable Lavina Washines, Chair
Yakama Nation
PO Box 151
Toppenish, WA 98948

Re: I-405 Tukwila to Renton Improvement Project (I-5 to SR 169, Phase 2)

Dear Chairperson Washines:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are preparing an Environmental Assessment (EA) to document the environmental consequences and possible mitigation measures for the I-405 Tukwila to Renton Improvement Project within the existing Interstate 405 (I-405) corridor located in Tukwila and Renton, WA.

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Allison Ray
I-405 Environmental Manager

Enclosures

cc: Andrea Spencer, Yakama Natural Resources, w/o enclosures
Kate Valdez, Yakama Cultural Resources, w/o enclosures
Steve Boch, FHWA, w/o enclosures
Ken Juell, WSDOT UCO, w/o enclosures
Barbara Bundy, WSDOT UCO, w/o enclosures
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