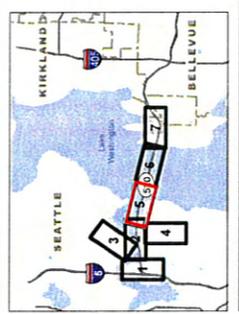


Source: King County (2009) GIS Data (Streams, Streets, Water Bodies), CH2M HILL (2009) GIS Data (Parcels). Vertical datum for layers is NAD83(11). Vertical datum for layers is NAVD83.



Exhibit 1. Area of Potential Effects Sheet 5
SR 520 Bridge Replacement and HOV Project

- | | | | |
|--|---------------------------|--|------------------------|
| | Area of Potential Effects | | Option and Suboption A |
| | Restriping | | Option and Suboption K |
| | Parcel | | Option and Suboption L |
| | City Limits | | Park |





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

August 27, 2009

Ms. Walker Gray
Cultural Resource Specialist
Washington State Department of Transportation
401 Second Avenue South, Suite 560
Seattle, Washington 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

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

Re: Built Environment - APE Concur & DOE for Built Environment

Dear Ms. Walker Gray:

I have reviewed the materials forwarded to our office for the SR 520: 1-5 to Medina Bridge Replacement Project and HOV Project. I concur with your revised APE determination for the impacts to the built environment.

After careful evaluation I generally concur with your assessment regarding the various properties within the APE. Please note that my concurrence differs from your consultants for a variety of resources, both in terms of eligible and not eligible properties. For the ease of future project reference, I have listed out each eligible property by address and those which I differ on in terms of being not eligible. As you know, Roanoke Park has been listed on the National Register of Historic Places. The Nuclear Reactor Building at UW is still pending a NR listing. The following resources are eligible under criteria C as intact examples of their type and or style. Many are individually eligible, while other contribute to a potential NR district.

ELIGIBLE:

1980 Harvard Ave E (differs from consultant)
2352 Broadway Ave E.
904 E Miller Street (differs from consultant)
2408 Broadway Ave E. (differs from consultant)
910 E Miller Street (differs from consultant)
914 E Miller Street (differs from consultant)
2351 10th Ave (differs from consultant)
2422 Federal Ave E (differs from consultant)
2545 Boyer Ave E. – Alden Mason House
2518 Boyer Ave E.
901 E. Roanoke St.

2515 Boylston Ave E. – Cafeteria – Gym – built 1893 (WHR listed)
2515 Boylston Ave E. – Denny – Fuhrman School – built 1905
2515 Boylston Ave E. – Seward School – built 1917
2815 Boylston Ave E. – Shelby Apartments
2847 Franklin Ave E.
2901 Franklin Ave E. – L'Amourita Apartments
2919 Franklin Ave E.
2923 Franklin Ave E.
2612 Harvard Ave E. – Clemmer House
2601 Broadway Ave E.
950 E. Roanoke St – Roanoke Park
1004 E. Roanoke St
1018 E Roanoke St
1118 E Roanoke St. – Andrew Gunby House (differs from consultant)
2723 Montlake Blvd – Bureau of Fisheries 1931 building and attached
additions. 1940 Hatchery and other free standing buildings are Not Eligible
1893 E. Hamlin St
1885 E Hamlin St.
1896 E Hamlin St.
2809 Montlake Blvd
2815 Montlake Blvd
1897 E Shelby St
1887 E Shelby St
1894 E Shelby St
2908 Montlake Blvd
2904 Montlake Blvd
2112 E Shelby St
2818 Montlake Blvd
2812 Montlake Blvd
2810 Montlake Blvd
2122 E. Shelby St
2136 E Shelby St
2142 E Shelby St
2146 E Shelby St
2152 E Shelby St
2158 E Shelby St
2159 E Shelby St – Mary Houlahan House
2817 E Park Dr
2147 E Shelby St
2143 E Shelby St
2137 E Shelby St
2133 E Shelby St
2127 E Shelby St
2121 E Shelby St
2117 E Shelby St
2111 E Shelby St
2110 E Hamlin St
2112 E Hamlin St

2122 E Hamlin St
2128 E Hamlin St
2130 E Hamlin St
2136 E Hamlin St
2142 E Hamlin St
2146 E Hamlin St
2150 E Hamlin St
2160 E Hamlin St
2151 E Hamlin St
2147 E Hamlin St
2141 E Hamlin St
2137 E Hamlin St
2133 E Hamlin St
2127 E Hamlin St
2121 E Hamlin St
2117 E Hamlin St
2111 E Hamlin St
2734 Montlake Blvd E
2575 Montlake Pl E
2571 Montlake Pl E
2553 Montlake Pl E
2521 Montlake Pl E
2511 Montlake Pl E
2507 Montlake Pl E
2501 Montlake Pl E
1618 E Calhoun St – Montlake Field House
2552 20th Ave E
2564 Montlake Pl E
2009 E Roanoke St
2209 E Roanoke St
2220 E Louisa St
2226 E Louisa St
2515 24th Ave E
2233 E Miller St
2459 24th Ave E
2455 24th Ave E
2402 24th Ave E
2406 E Calhoun St
2456 24th Ave E
2466 24th Ave E
2502 24th Ave E
2506 24th Ave E
2516 24th Ave E
2600 Montlake Pl E
2604 Montlake Pl E
2610 Montlake Pl E
2616 Montlake Pl E
2209 Lake Washington Blvd

2215 Lake Washington Blvd
2219 Lake Washington Blvd
2223 Lake Washington Blvd
2227 Lake Washington Blvd
2231 Lake Washington Blvd
2401 Lake Washington Blvd
2409 Lake Washington Blvd
2415 Lake Washington Blvd
2425 Lake Washington Blvd
2429 Lake Washington Blvd
2433 Lake Washington Blvd
2437 Lake Washington Blvd
2441 Lake Washington Blvd
2445 Lake Washington Blvd
2449 Lake Washington Blvd
2455 Lake Washington Blvd
2459 Lake Washington Blvd
2465 Lake Washington Blvd
2615 Lake Washington Blvd
2607 Lake Washington Blvd
2603 E Roanoke St
2559 E Roanoke St
2537 Lake Washington Blvd
2467 26th Ave E
2463 26th Ave E
2457 26th Ave E
2451 26th Ave E
2300 Arboretum Dr E. - Washington Park
Montlake Blvd – Pavilion Overpass – built 1938 (differs from consultant)
Stevens Way – Bloedel Hall – UW
Stevens Way – Winkenwerder Forest Science Lab - UW
Mason Rd – Hewitt Wilson Ceramics Lab – UW (differs from consultant)
Mason Rd – Roberts Hall Addition – UW (differs from consultant)
Jefferson Rd - Moore Hall – UW (differs from consultant)
Stevens Way – Nuclear Reactor Building - UW
Stevens Way – Faculty Center – UW
354450 Whitman Ct – McMahon Hall – UW
Pend Oreille Rd – Cyclotron Shop – UW (differs from consultant)
Pend Oreille Rd – Nuclear Physics Lab – UW (differs from consultant)
2411 42nd Ave E – Edgewater Park Apartments
3267 Evergreen Point RD, Medina (differs from consultant)

Previously Determined Eligible as part of prior submittal
2851 Evergreen Point Rd. – James Arnston House
Gov Rosellini Bridge – Evergreen Point Bridge

After careful evaluation the following resources were determined NOT ELIGIBLE despite being determined eligible by the consultant. The reason for this determination is that the following resources have a low level of integrity.

NOT ELIGIBLE (differs from Consultant)

1888 E. Hamlin St
1891 E. Hamlin St.
2118 E Shelby St
2126 E Shelby St
2710 Lake Washington Blvd – MOHI
2023 E Roanoke St
2571 Montlake Pl E
2415 24th Ave E
2412 24th Ave E
2416 24th Ave E
2512 24th Ave E
2400 E Louisa St
2556 24th Ave E
2616 24th Ave E
2419 Lake Washington Blvd
2521 Lake Washington Blvd
2517 Lake Washington Blvd
2511 Lake Washington Blvd

It is our understanding that there may be additional HPIF's coming in as part of this project. It appears that several resources within the University district we missed including Graves Hall and the two pedestrian overpasses. Please note that several of the above structures are Eligible for the NR as contributing resources to a not yet listed district. Identified district include (but is not limited to): Roanoke Park HD (now NR listed), and the Montlake Neighborhood.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

September 24, 2009

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**RE: I-5 to Medina: SR 520 Bridge Replacement and HOV Project
Determinations of NRHP Eligibility for two (2) Pedestrian Bridges and
Graves Hall**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Per provisions of 36 CFR Part 800, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing Section 106 consultation for the above-referenced project. Thank you for the August 27, 2009 letter from your office, which concurred with the majority of the Determinations of NRHP Eligibility (DOEs) for all historic (pre-1972) resources within this project's APE.

WSDOT, on behalf of FHWA, acknowledges and agrees with your office's changes to our DOEs, as submitted on July 16, 2009. Thus, we have revised our DOEs to be in accordance with your office's professional opinion. In summary, per your office's letter, WSDOT has changed the following determinations:

Eligible for listing in the NRHP (*differing from WSDOT's July 16 determinations, but in accordance with Michael Houser's August 27, 2009 letter*)

- 1980 Harvard Ave E
- 904 E. Miller Street
- 2408 Broadway Avenue East
- 910 E. Miller Street
- 914 E. Miller Street
- 2351 10th Ave.
- 2422 Federal Ave. E.
- 1118 E. Roanoke (Gunby House)
- Pavillion Overpass (Montlake Boulevard)

- UW Buildings: Wilson Ceramics Lab, Roberts Hall Addition, More Hall, CENPA Instrument Shop, North Physics Lab
- 3267 Evergreen Point Road (Medina)

Not Eligible for listing in the NRHP (*differing from WSDOT's July 16 determinations, but in accordance with Michael Houser's August 27, 2009 letter*)

- 1888 E. Hamlin St.
- 1891 E. Hamlin St.
- 2118 E. Shelby St.
- 2126 E. Shelby St.
- 2710 Lake Washington Boulevard (MOHAI)
- 2023 E. Roanoke St.
- 2571 E. Montlake Place E.
- 2415 24th Ave. E.
- 2412 24th Ave. E.
- 2416 24th Ave. E.
- 2512 24th Ave. E.
- 2400 E. Louisa St.
- 2556 24th Ave. E.
- 2616 24th Ave. E.
- 2419 Lake Washington Boulevard
- 2521 Lake Washington Boulevard
- 2517 Lake Washington Boulevard
- 2511 Lake Washington Boulevard

In addition, WSDOT identified three additional historic resources within the APE. They are:

- Montlake Pedestrian Bridge North: Determined **Not Eligible**
- Montlake Pedestrian Bridge South: Determined **Not Eligible**
- Graves Hall (University of Washington): Determined **Eligible**

Copies of the Historic Property Inventory Forms, as well as the database files, are included in this submittal. We look forward to continuing consultation with your office on this project, and to your concurrence on the three additional Determinations of Eligibility by October 26, 2009.

Thank you for your time and attention to this project. If you have any questions, please do not hesitate to contact me at 206-716-1138, email grayc@wsdot.wa.gov or Ken Juell, WSDOT Archaeologist, at 206-464-1236, email juellk@wsdot.wa.gov.

Sincerely,

Connie Walker Gray

WSDOT Architectural Historian

Cc: Randy Everett, Federal Highway Administration, w/ attachments
Andrea Tull, Sound Transit, w/ attachments
Rebecca McAndrew, US Army Corps of Engineers, w/ attachments
Diane Lake, US Army Corps of Engineers, w/ attachments
Marsha Tolon, WSDOT 520 Environmental Lead, w/o attachments
Scott Williams, WSDOT Cultural Resources Program Manager, w/o attachments.

Copies of the following letter were sent to the following individuals:

Date	Subject	From	To	Corresp. Ref. No.
6/1/2010	SR 520 Bridge Replacement and HOV Project, Seattle, King County, Revised Area of Potential Effects	Connie Walker Gray WSDOT Architectural Historian	Allyson Brooks Department of Archaeology and Historic Preservation 1063 S Capitol Way, Suite 106 Olympia, WA 98504-8343	None



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



June 1, 2010

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**RE: SR 520: I-5 to Medina Bridge Replacement Project and HOV Project
Revised Area of Potential Effects (APE)**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Per provisions of 36 CFR Part 800, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing Section 106 consultation for the above-referenced project. Thank you for your ongoing participation and interest in this project. Please see the enclosed map, which illustrates the revised Area of Potential Effects (APE) for this project. The revised APE builds on the APE that your office concurred with on August 27, 2010. The APE was expanded following multiple conversations with your office, as well as in response to comments and concerns raised by other Section 106 consulting parties. The revised APE now includes all potential construction haul routes, potential Section 6(f) mitigation sites, and stormwater sites.

The revised APE includes all historic (pre-1972) resources abutting the haul routes along Seattle city streets. Where haul routes occur on the I-5 or SR 520 mainline, the APE does not include abutting parcels because additional temporary truck traffic on an Interstate or State Highway would have no potential to affect adjacent historic properties. Where haul routes occur on access roads to the I-5 or SR 520 mainline, the APE does include abutting parcels.

Project construction engineers identified all potential haul routes on Seattle city streets for all aspects of the project, and took into account known project work sites and likely materials procurement and disposal areas. In the very unlikely event that new haul routes outside of this APE are identified, WSDOT will address potential effects to historic

properties along these new haul routes through provisions outlined in the forthcoming Section 106 Programmatic Agreement (PA) for this project.

WSDOT will conduct a survey and inventory of all historic (pre-1972) resources within the revised APE. We have already conducted a full survey –with which your office concurred—for all resources within the August 27, 2009 APE. We plan to submit determinations of eligibility for all resources not previously surveyed on July 14, 2010.

Thank you for your time and attention to this project. We look forward to continuing consultation with your office on this project, and to your comments on the APE. We would appreciate an expedited review of the revised APE, and hope to receive any comments on this APE by Friday, June 4, 2010. If you have any questions, please do not hesitate to contact me at 206-521-5631, email grayc@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at 206-382-5279, email hanson@wsdot.wa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Connie Walker Gray". The signature is written in dark ink and is positioned above the typed name.

Connie Walker Gray
WSDOT Architectural Historian

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



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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

June 3, 2010

Ms. Connie Walker Gray
Architectural Historian
WSDOT ESO Mega Projects
999 3rd Avenue, Suite 2424
Seattle, Washington 98104

In future correspondence please refer to:

Log: 121602-08-FHWA

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

Re: Archaeology - APE Concur

Dear Ms. Walker Gray:

We have reviewed the materials forwarded to our office for the SR 520 Corridor Trans-Lake Washington, Bridge Replacement and HOV project. Thank you for your description of the revised area of potential effect (APE), that includes the haul routes, for the project. We concur with the definition of the revised APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

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

Sincerely,

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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

Copies of the following letter were sent to the following individuals:

Date	Subject	From	To	Corresp. Ref. No.
7/9/2010	SR 520 Bridge Replacement and HOV Project, Seattle, King County, DOEs for Lake Washington Boulevard and the Canal Reserve Property	Kevin Bartoy Cultural Resources Specialist WSDOT	Allyson Brooks Department of Archaeology and Historic Preservation 1063 S Capitol Way, Suite 106 Olympia, WA 98504-8343	None



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



July 9, 2010

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

DAHP Log #: 121602-08-FHWA

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

Re: DOEs for Lake Washington Boulevard and the Canal Reserve Property

Dear Dr. Brooks:

On behalf of the Federal Highway Administration (FHWA), pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT) is continuing consultation regarding the SR 520: I-5 to Medina Bridge Replacement and HOV Project. This letter provides Determinations of Eligibility (DOE) and supporting documentation for Lake Washington Boulevard and the Canal Reserve Property. WSDOT has determined that both Lake Washington Boulevard and the Canal Reserve Property are eligible for listing in the National Register of Historic Places (NRHP). Lake Washington Boulevard was determined individually eligible for listing and the Canal Reserve Property was determined eligible for listing as a contributing element of the Montlake Historic District, but not as an individual property. WSDOT respectfully requests your review and concurrence with these determinations. In accordance with our earlier agreement for expedited review of these DOEs, we look forward to receiving your response by August 2, 2010.

Hard copies of the Historic Property Inventory forms, as well as a CD containing the exported database files and photo folders, are included in this submittal. If you have any questions, please do not hesitate to contact me at 206.521.5628, email bartoyk@wsdot.wa.gov or Connie Walker Gray at 206521.5631, email grayc@wsdot.wa.gov.

Sincerely,

Kevin M. Bartoy
Cultural Resources Specialist
ESO Mega Projects



RECEIVED

AUG 02 2010

WSDOT Doc. Control

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

July 29, 2010

Mr. Kevin Bartoy
WSDOT ESO Mega Projects
999 3rd Avenue, Suite 2424
Seattle, WA 98104-3850

In future correspondence please refer to:

Log: 121602-08-FHWA

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

Re: Determined Eligible

Dear Mr. Bartoy:

Thank you for contacting our office and providing historic property inventories forms for the Canal Reserve property and Lake Washington Boulevard, both located within the SR 520, I-5 to Medina Bridge Replacement and HOV project. I have reviewed the materials you provided to our office in consultation with Michael Houser, State Architectural Historian, and we concur with your professional opinion that the Lake Washington Boulevard property is eligible for listing in the National Register of Historic Places. We also concur that the Canal Reserve property is not eligible for listing in the National Register but should be considered a contributing element to the Montlake Historic District. I look forward to further consultation regarding your determination of effect.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

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

Sincerely,

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



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future

Copies of the following letter were sent to the following individuals:

Date	Subject	From	To	Corresp. Ref. No.
8/11/2010	SR 520 Bridge Replacement and HOV Project, Seattle, King County, Revised Area of Potential Effects	Kevin Bartoy Cultural Resources Specialist WSDOT	Allyson Brooks Department of Archaeology and Historic Preservation 1063 S Capitol Way, Suite 106 Olympia, WA 98504-8343	None



Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3500
Fax: 206-770-3568
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

August 11, 2010

Allyson Brooks, Ph.D.
Director, Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106
Olympia, WA 98504-8343
MS-48343

**RE: SR 520, I-5 to Medina Bridge Replacement Project and HOV Project
Revised Area of Potential Effects (APE)**

LOG #: 121602-08-FHWA

Dear Dr. Brooks:

Pursuant to 36 CFR 800.2(c)(1), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the SR 520, I-5 to Medina Bridge Replacement and HOV Project. Thank you for your ongoing participation and interest in this project. Please see the enclosed map, which illustrates the revised Area of Potential Effects (APE) for this project. The APE has been expanded to incorporate two, non-contiguous construction staging sites that would be used to construct supplemental stability pontoons for the new Evergreen Point Bridge. One site will be at the Port of Olympia and the other will be at the Port of Tacoma, encompassing the Concrete Tech Company (CTC) property as well as an area across the street from CTC to the southwest.

The SR 520, I-5 to Medina project is planning to replace the Evergreen Point Bridge with a new 6-lane bridge, which will require 77 total pontoons. As acknowledged in the January 2010 Supplemental Draft Environmental Impact Statement, the I-5 to Medina project plans to use the 33 pontoons constructed by the Pontoon Construction Project for independent catastrophic failure planning, and construct an additional 44 supplemental stability pontoons in order to provide the buoyancy necessary for a new 6-lane bridge. These 44 pontoons are not part of catastrophic failure planning and are only necessary for the 6-lane replacement bridge as identified in the I-5 to Medina project. FHWA has concurred with WSDOT's approach to the independent analysis of the I-5 to Medina

Project and the Pontoon Construction Project. The inclusion of Port of Olympia and CTC sites would allow WSDOT to meet the project delivery schedule.

WSDOT will not construct new casting basins or other production facilities at these construction staging sites. However, WSDOT will be grading, paving, and performing pile driving to build strong foundation slabs at two existing upland industrial facilities to enable pontoon construction. The vertical APE for these sites will extend to the depth of ground disturbance, which includes pile driving. WSDOT will transport the pontoons on existing roadways from those upland sites to the launch sites.

WSDOT will conduct a survey and inventory of all historic (pre-1972) resources within the revised APE. As we have discussed, these locations are privately owned, so the archaeological identification efforts as well as potential evaluation efforts at these sites will be conducted as part of the Programmatic Agreement for the project.

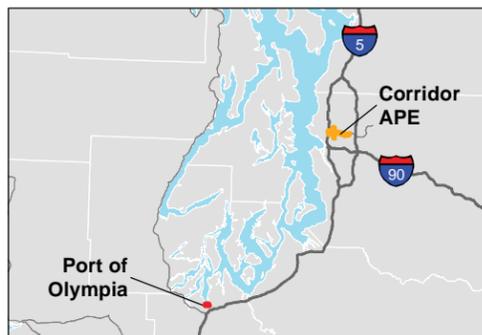
Thank you for your time and attention to this project. We look forward to your comments on the revised APE. As agreed to at a meeting with Megan White, Allison Hanson, and Randy Everett held on May 25, 2010, we would appreciate an expedited review of the revised APE, and hope to receive any comments on this APE by August 23. If you have any questions, please do not hesitate to contact me at 206.521.5628, email bartoyk@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at 206.382.5279, email hanson@wsdot.wa.gov.

Sincerely,



Kevin Bartoy
WSDOT Cultural Resources Specialist

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



 Port of Olympia APE

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

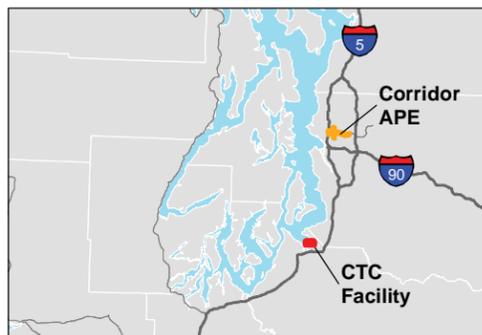
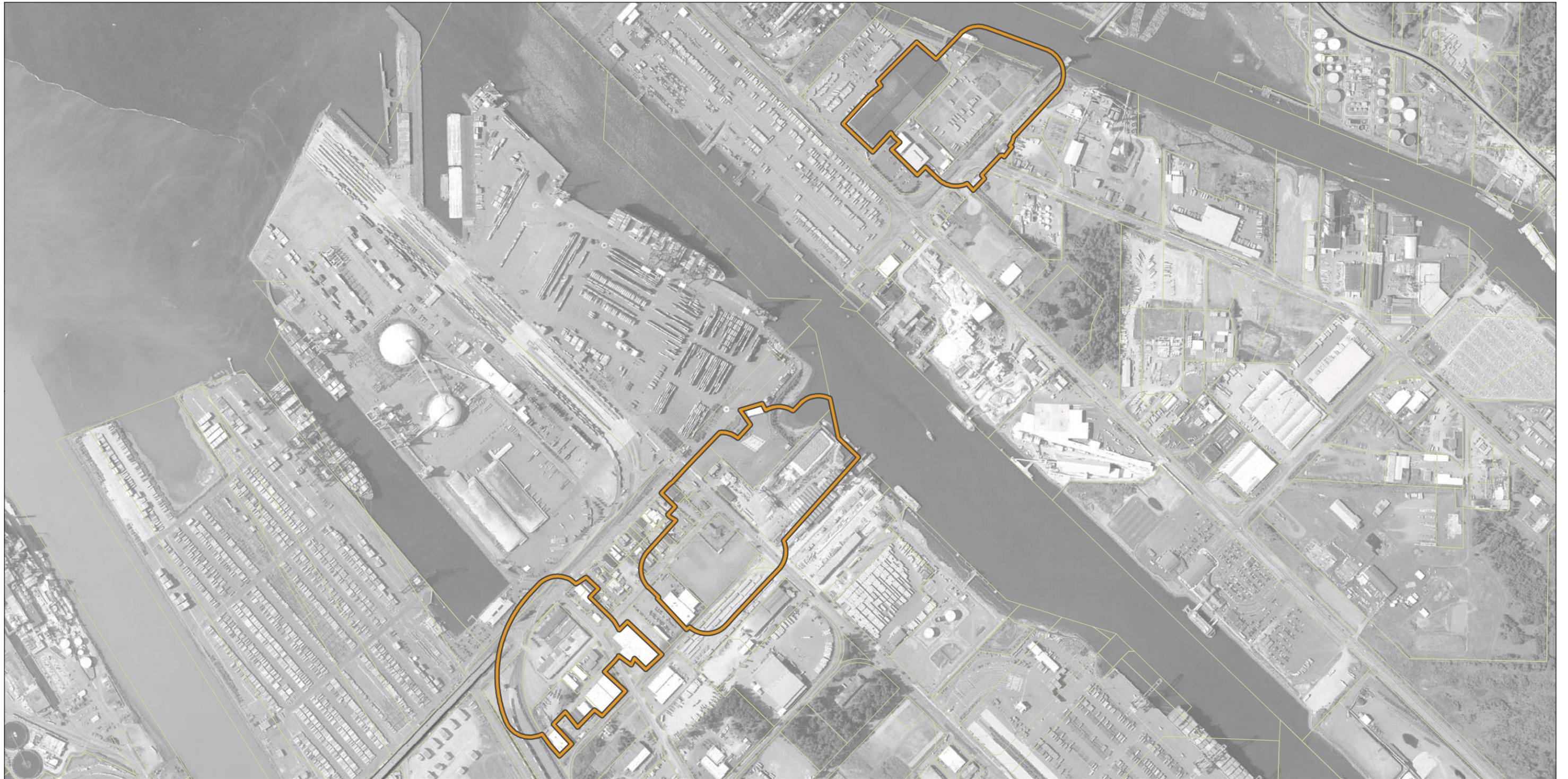


0 250 500 1,000 Feet



**Area of Potential Effects-
Port of Olympia**

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



 Area of Potential Effects

Source: USDA-FSA (2006) Aerial Photo. Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



0 250 500 1,000 Feet



**Area of Potential Effects-
CTC Facility**

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