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

February 12, 2009

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

Re: SR 520 Eastside Transit and HOV Project
King County, Washington

Dear Dr. Brooks:

Per provisions of 36CFR800.3(a), the Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and Sound Transit are proposing an undertaking to address an identified transportation need in Bellevue-Kirkland area, King County, Washington. The three agencies are planning the SR 520 Eastside Transit and HOV Project, which will complete the HOV system along approximately 8.5 miles of State Route (SR) 520 from the vicinity of Evergreen Point Road in Medina to the SR 202 interchange in Redmond, WA. Between Evergreen Point Road and 108th Avenue NE, SR 520 would be reconstructed in a "4+2" lane configuration (four general purpose lanes and two HOV lanes). East of 108th Avenue NE, existing outside HOV lanes would be restriped to the inside. Enclosed please find maps of the project area.

The western portion of the project area was originally part of the SR 520 Bridge Replacement and HOV Project and was included in the Draft Environmental Impact Statement for that project, released in August 2006. On June 18, 2008, the FHWA

authorized WSDOT to develop the Eastside Transit and HOV Project as an independent project.

Pursuant to compliance with Section 106 of the National Historic Preservation Act (NHPA), we are consulting with your office about the SR 520 Eastside Transit and HOV Project. Enclosed please find maps that illustrate the proposed Area of Potential Effects (APE) for this project. The proposed APE includes mainline widening, several intersection improvements that include roadway widening, lids, and ADA-approved pedestrian walkways and upgrades, and known staging, temporary storage, and storm water management facilities. If there are any changes to the project, we will notify your office and provide additional information, including revised APE maps.

The APE for this project includes one parcel on either side of the SR 520 right-of-way. This will account both for direct effects to historic properties, as well as potential indirect effect caused by noise, dust and dirt, vibration, change of setting, or other factors. All historic buildings, structures, sites, objects, and districts constructed prior to 1965 will be documented. Electronic copies of Historic Property Inventory Database forms will be prepared for all properties that have not been surveyed within the last five years. Any properties surveyed within the last five years will be checked in the field to verify condition and integrity. Database inventory forms will be updated as necessary. If encountered, archaeological sites will be recorded on DAHP site forms.

The archaeological portion of the APE includes a vertical element in order to consider potential effects from ground disturbance, both within the SR 520 right-of-way and the adjoining intersections to be improved. The vertical APE is defined as either the full vertical limit of all proposed construction, or the depth to consolidated glacial sediments, whichever is shallower. The latter part of the definition assumes that glacial sediments either pre-date all human occupation in the Puget Sound region, or would have been deposited after ice sheets scoured the landform and removed any physical evidence of pre-glacial human occupation.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, and in identifying the project's Area of Potential Effects (APE) is greatly appreciated. We look forward to your comments on the APE by March 16, 2009. We are also inviting comments on the proposed project from the identified concerned tribes, including the Muckleshoot Indian Tribe, the Suquamish Tribes, the Snoqualmie Tribe, the Tulalip Tribes, the Yakama Nation, and the non-federally recognized Duwamish Tribe. Should you have any questions about this project, you may contact Ken Juell at 206-464-1236 or juellk@wsdot.wa.gov, or me at 206-716-1138 or grayc@wsdot.wa.gov.

Sincerely,

Connie Walker Gray
WSDOT Cultural Resources Specialist

Enclosure

cc:

Peter Jileck, Federal Highway Administration, w/o attachments
Sharon Love, Federal Highway Administration, w/o attachments
Andrea Tull, Sound Transit, w/o attachments
Rebecca McAndrew, US Army Corps of Engineers w/ attachments
Diane Lake, US Army Corps of Engineers w/ attachments
Ken Juell, WSDOT UCO Cultural Resources Specialist, w/o attachments
Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments
Scott Williams, WSDOT Cultural Resources Program Manager, w/o attachments.

Washington State Department of Transportation

Eastside Transit and HOV Project

February 23, 2009

LTR # 771

The Honorable Cecile Hansen
Duwamish Tribe
4717 W. Marginal Way SW
Seattle, WA 98106

Re: SR 520 Eastside Transit and HOV Project Area of Potential Effects (APE)

Dear Chairwoman Hansen:

Pursuant to 36 CFR 800 of Section 106 of the National Historic Preservation Act, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the above-referenced project.

The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and Sound Transit are planning the SR 520 Eastside Transit and HOV Project in King County, Washington. The project would complete the HOV system along approximately 8.5 miles of State Route (SR) 520 from the vicinity of Evergreen Point Road in Medina to the SR 202 interchange in Redmond. Between Evergreen Point Road and 108th Avenue NE, SR 520 would be reconstructed in a "4+2" lane configuration (four general purpose lanes and two HOV lanes). East of 108th Avenue NE, existing outside HOV lanes would be restriped to the inside.

Enclosed please find maps that illustrate the proposed Area of Potential Effects (APE), which was determined by WSDOT Cultural Resources Specialist Ken Juell and Connie Walker Gray. The proposed APE includes mainline widening, several intersection improvements that include roadway widening, lids, and ADA-approved pedestrian walkways and upgrades, and known staging, temporary storage, and storm water management facilities. If there are any changes to the project, we will notify you and provide additional information, including a revised APE map.

The APE for this project includes one parcel on either side of the SR 520 right-of-way. This will account both for direct effects to historic properties, as well as potential indirect effect caused by noise, dust and dirt, vibration, change of setting, or other factors. All historic buildings, structures, sites, objects, and districts constructed prior to 1965 will be documented.

Plaza 600 Building
600 Stewart Street, Suite 520
Seattle, Washington 98101-1217
Phone: 206-770-3500
Fax: 206-770-3539

The archaeological portion of the APE includes a vertical element in order to consider potential effects from ground disturbance, both within the SR 520 right-of-way and the adjoining intersections to be improved. The vertical APE is defined as either the full vertical limit of all proposed construction, or the depth to consolidated glacial sediments, whichever is shallower. The latter part of the definition assumes that glacial sediments either pre-date all human occupation in the Puget Sound region, or would have been deposited after ice sheets scoured the landform and removed any physical evidence of pre-glacial human occupation.

Your response to this letter, commenting on our determination, is greatly appreciated. We look forward to your comments on the APE by March 25, 2009. If you have any questions, please contact me or Margaret Kucharski, WSDOT Environmental Lead, at 206-770-3540 or kucharm@wsdot.wa.gov.

Sincerely,

Julie Meredith
Program Director
SR 520 Corridor Program
MeredJL@wsdot.wa.gov

Enclosure

cc: Peter Jilek, Federal Highway Administration, w/o attachments
Sharon Love, Federal Highway Administration, w/o attachments
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Ken Juell, WSDOT UCO Cultural Resources Specialist, w/o attachments
Phillip Narte, WSDOT WSF/520 Tribal Liaison, w/o attachments
Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments
Matthew Sterner, DAHP, Transportation Archaeologist, w/o attachments

Washington State Department of Transportation

Eastside Transit and HOV Project

February 23, 2009

LTR #772

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

Re: SR 520 Eastside Transit and HOV Project Area of Potential Effects (APE)

Dear Ms. Murphy:

Pursuant to 36 CFR 800 of Section 106 of the National Historic Preservation Act, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the above-referenced project.

The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and Sound Transit are planning the SR 520 Eastside Transit and HOV Project in King County, Washington. The project would complete the HOV system along approximately 8.5 miles of State Route (SR) 520 from the vicinity of Evergreen Point Road in Medina to the SR 202 interchange in Redmond. Between Evergreen Point Road and 108th Avenue NE, SR 520 would be reconstructed in a "4+2" lane configuration (four general purpose lanes and two HOV lanes). East of 108th Avenue NE, existing outside HOV lanes would be restriped to the inside.

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Your response to this letter, commenting on our determination, is greatly appreciated. We look forward to your comments on the APE by March 25, 2009. If you have any questions, please contact me or Margaret Kucharski, WSDOT Environmental Lead, at 206-770-3540 or kucharm@wsdot.wa.gov.

Sincerely,

Julie Meredith

Julie Meredith
Program Director
SR 520 Corridor Program
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Enclosure

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Phillip Narte, WSDOT WSF/520 Tribal Liaison, w/o attachments
Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments
Matthew Sterner, DAHP, Transportation Archaeologist, w/o attachments

Washington State Department of Transportation

Eastside Transit and HOV Project

STATE ROUTE 520

February 23, 2009

LTR #773

Steven Mullen
Snoqualmie Tribe
P.O. Box 969
Snoqualmie, WA 98065

Re: SR 520 Eastside Transit and HOV Project Area of Potential Effects (APE)

Dear Mr. Mullen:

Pursuant to 36 CFR 800 of Section 106 of the National Historic Preservation Act, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the above-referenced project.

The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and Sound Transit are planning the SR 520 Eastside Transit and HOV Project in King County, Washington. The project would complete the HOV system along approximately 8.5 miles of State Route (SR) 520 from the vicinity of Evergreen Point Road in Medina to the SR 202 interchange in Redmond. Between Evergreen Point Road and 108th Avenue NE, SR 520 would be reconstructed in a "4+2" lane configuration (four general purpose lanes and two HOV lanes). East of 108th Avenue NE, existing outside HOV lanes would be restriped to the inside.

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Sincerely,

Julie Meredith

Julie Meredith
Program Director
SR 520 Corridor Program
MeredJL@wsdot.wa.gov

Enclosure

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Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments
Matthew Sterner, DAHP, Transportation Archaeologist, w/o attachments

Washington State Department of Transportation

Eastside Transit and HOV Project

STATE ROUTE 520

February 23, 2009

LTR #774

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

Re: SR 520 Eastside Transit and HOV Project Area of Potential Effects (APE)

Dear Mr. Lewarch:

Pursuant to 36 CFR 800 of Section 106 of the National Historic Preservation Act, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation for the above-referenced project.

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Julie Meredith

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