Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

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

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www.wsdot.wa.gov/Projects/SR520Bridge

May 13, 2011

LTR – 2001
Y-8393 BH

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

RE: SR 520 Eastside Transit and HOV Revised Area of Potential Effects (APE)
LOG #: 101408-10-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, Medina to SR 202: Eastside Transit and HOV Project. Thank you for your ongoing participation and interest in this project.

Please see the enclosed graphic, which illustrates a revision to the Area of Potential Effects (APE) for this project. The APE has been expanded to incorporate several recent design modifications, including a relocation of the Points Loop Trail to the north side of NE 28th Street, a new design for the Local Connector trail north of SR 520 and east of 80th Avenue NE, and construction limit changes within Fairweather Park. These design changes reflect continuing coordination with the Design-Builder and local communities.

There are three areas of changes included:

- **Points Loop Trail**: In response to community feedback and local permits, the trail was relocated from the north side of SR 520 to the north side of NE 28th Street in Medina between the vicinity of 77th Ave NE and 84th Ave NE. As a result, the limits of construction extended to the edge of the previous APE line. The APE has been expanded one tax parcel outside the limits of construction along the south side of NE 28th Street to take into account indirect effects to historic properties.

- **Local Access Connector Trail:** West of 80th Ave NE and north of the regional Bike/Pedestrian path, the trail was added to comply with local permits and provide WSDOT access to stormwater facilities. The trail would accommodate a design change in the adjacent stormwater pond in order to maintain an existing vegetation buffer. Construction limits to reflect the installation of this trail have been modified. These limits will be used to determine additional archaeological inventory boundaries. However, the overall APE line in this area is not affected.

- **Fairweather Park:** During construction, the park will have western portions converted to a temporary park and ride lot and to a staging area. The playfield will be restored following the completion of the project. This will require surface filling and grading and water utilities equipment installation. The revised limits of construction reflect this activity and the APE has been expanded to accommodate indirect effects on built environment properties one tax parcel outside the new construction limits.

  WSDOT will be conducting additional cultural resources inventory to reflect these new APE boundaries and will be providing the results to your office in the near future.
  This revision to the APE will also be provided to interested tribes and consulting parties, which include the King County Historic Preservation Office, the US Army Corps of Engineers, and local governments.

  WSDOT anticipates that as the Eastside Transit and HOV Project progresses, further APE revisions will be necessary as minor design changes occur that affect the limits of construction and associated APE boundaries.

  Eastside Corridor Constructors (ECC), the project's design-builder, and WSDOT have a series of target design finalization dates for further components of the project in July, August, September, and October of this year. Given the phased nature of the overall project, we regret that we cannot have design details finalized at this time for every component of the project to determine what further APE revisions may be necessary in the coming months. We anticipate the potential need to send you a series of additional minor APE changes in advance of these elements proceeding to construction, allowing sufficient time for coordinating with your office and doing any necessary cultural resources consultation.

  We will endeavor to consolidate as many of these design changes into as few APE revisions submitted to DAHP as is practicable, and in as timely a manner as possible.

Thank you for your time and attention to this project. We look forward to and appreciate your comments on the revised APE.

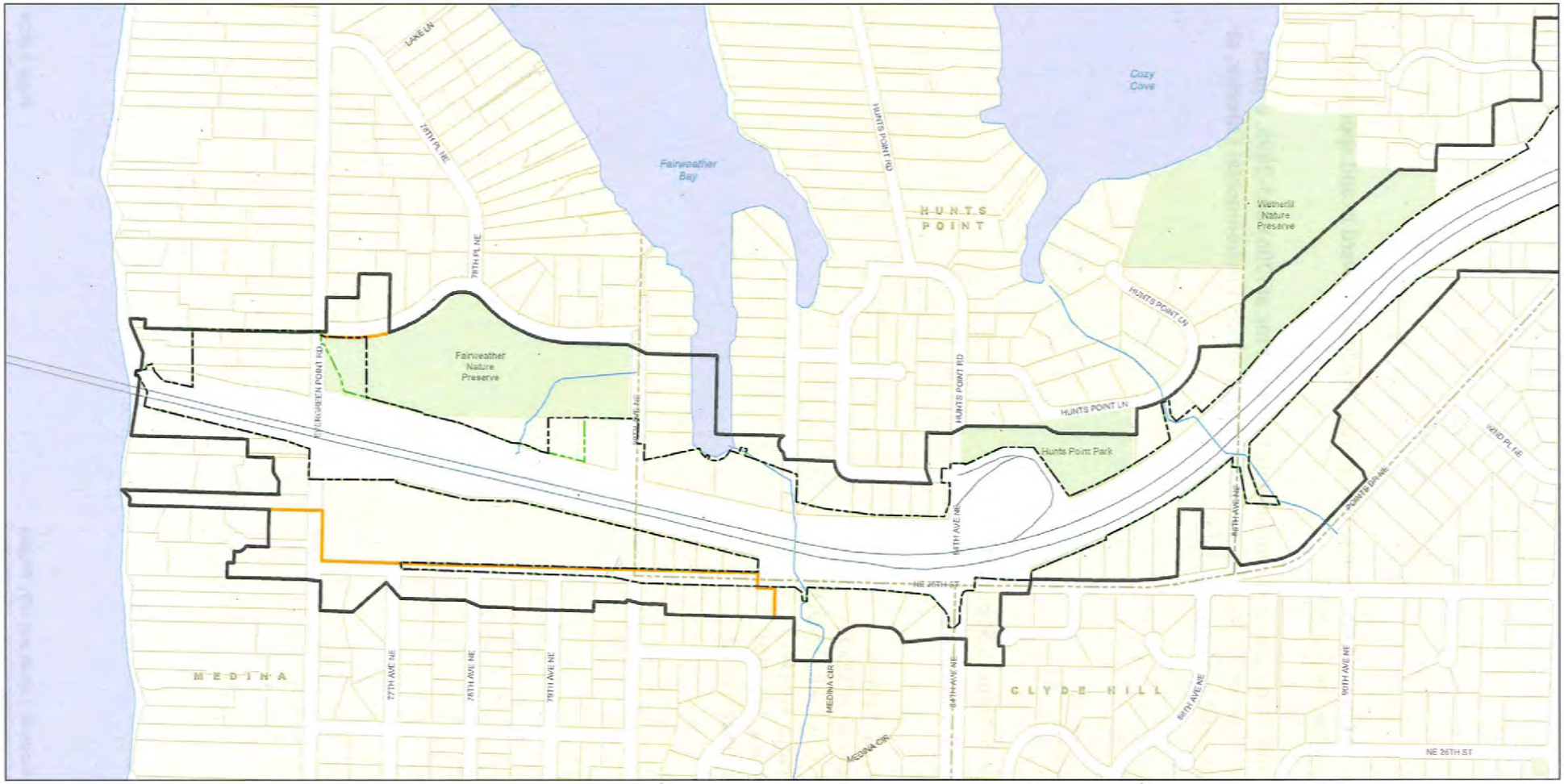
If you have any questions, please do not hesitate to contact me at (206) 805-2895, e-mail archers@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at (206) 805-2880, e-mail hansona@wsdot.wa.gov .

Sincerely,

Steve Archer
WSDOT Cultural Resources Specialist

Enclosure

cc: Randy Everett, FHWA
Allison Hanson, WSDOT
Margaret Kucharski, WSDOT
Scott Williams, WSDOT
Daniel Babuca, WSDOT
Matthew Sterner, DAHP



AREA OF DETAIL

Revised Area of Potential Effects
Previous Area of Potential Effects
Revised Limits of Construction
Previous Limits of Construction
Restriping
Parcel
Park

N

0 125 250 500 Feet

Source: King County (2005) GIS Data (Stream and Street), King County (2008) GIS Data (Parcel), City of Redmond (2009) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks), King County (2007) GIS Data (Waterbody), and WSDOT (2004) GIS Data (State Route). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Exhibit 3a. Area of Potential Effects
Sheet 1
Medina to SR 202: Eastside Transit and HOV Project

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

May 23, 2011

Mr. Steve Archer
WSDOT-ESO Mega Projects
999 Third Ave, Suite 2424
Seattle, WA 98104

In future correspondence please refer to:
Log: 101408-10-FHWA
Property: SR 520 Eastside Transit and HOV
Re: Archaeology – Revised APE Concur

Dear Mr. Archer:

We have reviewed the materials forwarded to our office for the SR 520 Eastside Transit and HOV project. Thank you for your description of the revised area of potential effect (APE) 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.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. Also, please note that effective Nov. 2, 2009, DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD or electronically. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

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

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

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May 24, 2011

LTR – 2019

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

RE: SR 520 Eastside Transit and HOV Project, Cultural Resources Inventory within Revised APE and Determination of No Adverse Effect
LOG #: 101408-10-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 Eastside Transit and HOV Project. Thank you for your ongoing consultation on this project.

On May 13, 2011, WSDOT revised the Area of Potential Effects (APE) for the SR 520, Eastside Transit and HOV Project and submitted this information to DAHP. The APE was expanded to incorporate design modifications, including a relocation of the Points Loop Trail to the north side of NE 28th Street, a new design for the Local Connector trail north of SR 520 and east of 80th Avenue NE, and construction limit changes within Fairweather Park. These design changes are the result of continuing coordination with the Design-Builder and local communities.

To account for the effects to historic properties as a result of this APE change, WSDOT has conducted additional cultural resources survey to supplement the findings in the Environmental Assessment (EA) and Cultural Resources Technical Memorandum for the project published in December of 2009. This letter report supplements those documents with additional cultural resources information. Two locations were surveyed for the presence of historic properties in the built environment, and one location was subjected to additional shovel probe survey to evaluate the presence of buried subsurface archaeological resources. No NRHP-eligible properties were identified as a result of these survey activities.

The following analysis discusses the three areas of change to the APE and the inventory efforts and results for each.

Points Loop Trail

In response to community feedback and local permits, the trail was relocated from the north side of SR 520 to south of SR 520, on the north side of NE 28th Street in Medina between the vicinity of 77th

Ave NE and 84th Ave NE. This portion of the trail would run along a new sidewalk or the existing roadway on the north side of NE 28th Street and connect to the existing off-street trail between the NE 28th Street cul-de-sac and 84th Avenue NE. As a result, the limits of construction extended to the edge of the previous APE line. The APE has been expanded one tax parcel outside the limits of construction along the south side of NE 28th Street to take into account indirect effects to potential historic properties.

The trail relocation itself involves minimal ground disturbance overall, primarily raising existing grade and minor relocation of small features such as mailboxes, street signs, and chain link fence alongside previous construction and roadway. Additional work may also include curb and gutter improvements, new lighting, and vegetation removal. Two stormwater detention vaults (4' diameter x 85' and 4' diameter by 35') are proposed at locations currently inaccessible for archaeological testing under existing pavement. WSDOT proposes these areas be added as a monitoring commitment to our proposed professional archaeological monitoring of mechanical excavations at detention ponds and wetlands/stream enhancements as documented in our previous correspondence with DAHP in fall 2009, and the Finding of No Significant Impact released in May 2010.

WSDOT Architectural Historian Leslie Schwab surveyed 10 properties constructed prior to 1972 not previously inventoried along the south side of NE 28th Avenue in Medina. The Historic Property Inventory forms were submitted electronically to DAHP's WISAARD database. Of the additionally surveyed properties, WSDOT has determined that the surveyed structures are all *not eligible* for listing in the National Register of Historic Places (NRHP). We request your concurrence with these determinations.

The Bellevue Christian School (7800 NE 28th Street), on the north side of NE 28th Street, has been determined eligible for listing in the NRHP. The Points Loop Trail improvement does not add any additional construction or operation effects to the historic property heretofore not analyzed as part of the Environmental Assessment, associated Cultural Resources Discipline Technical Memorandum, and Finding of No Significant Impact. DAHP concurred with the No Adverse Effect determination for the project in November of 2009.

Local Access Connector Trail

West of 80th Ave NE and north of the regional Bike/Pedestrian path, the Local Access Connector Trail was added to comply with local permits and provide WSDOT access to stormwater facilities. The trail would accommodate a design change in the adjacent stormwater pond in order to maintain an existing vegetation buffer. Construction limits to reflect the installation of this trail have been modified. These limits were used to determine additional archaeological inventory boundaries.

The trail construction itself involves minor ground disturbance overall, primarily raising existing grade and paving of a new trail path to meet ADA standards. The maximum anticipated ground disturbance would be approximately 18 inches below the existing surface for stump removal and grubbing. The trail improvement primarily involves creating new path alignment through an existing wooded area. Additional work may include vegetation removal, paving, plantings, and new lighting.

ICF conducted archaeological evaluation along the proposed trail alignment on May 5, 2011. Six shovel probes were excavated in the area of the proposed trail construction at 25 meter intervals to a depth of 10cm below the C-horizon. Materials were screened through ¼ inch mesh to determine the presence of any cultural materials. The shovel probe results were consistent with previous shovel probes in the area; no artifacts or cultural materials were found in the probes. However, stratigraphic evidence from the shovel probes characterizes the deposits as an intact soil developing over glacial outwash, suggesting an unmodified landform dating to the last glaciations in the area. Because of the age of the intact geologic stratum and as an extension of the monitoring commitment for the planned nearby stormwater detention feature, WSDOT recommends archaeological monitors be present for ground disturbance in this area potentially affecting the identified ancient landform.

We have attached the technical memo prepared by ICF International for reference and additional information on this survey.

Fairweather Park

During construction, the park will have western portions converted to a temporary park and ride lot and to a staging area. The playfield will be restored following the completion of the project. This will require surface filling and grading and water utilities equipment installation. The revised limits of construction reflect this activity and the APE has been expanded to accommodate indirect effects on built environment properties one tax parcel outside the new construction limits.

The playfield area of Fairweather Park where this construction will occur has been previously graded to a depth approximately 5-6 feet lower than the surrounding ground surface as evident from field reconnaissance and LiDAR imagery (attached). The playfield itself does not have potential to yield intact archaeological deposits, so no additional testing was conducted in this area.

To account for the construction effects on the built environment, two structures were surveyed at 3204 76th Ave NE and 7628 32nd Street NE in Medina. WSDOT Architectural Historian Leslie Schwab conducted this survey on May 15, 2011. Constructed in 1953 and 1959, respectively, neither property appears to meet eligibility criteria for the NRHP. Both properties have been extensively remodeled and do not retain integrity; in the case of the Oeltjen residence at 7628 32nd Street NE, the structure had been so extensively remodeled that it is uncertain if any features remain consistent with a 1959 construction date. The HPI forms were submitted electronically to DAHP on May 23, 2011. We request DAHP's concurrence with the determination that these structures are *not eligible* for listing in the NRHP. In summary, the survey yielded no additional historic properties identified in the Fairweather Park area.

We appreciate your concurrence on the submitted HPI forms that the surveyed structures are *not eligible* for listing in the NRHP. WSDOT, on behalf of FHWA, has determined that there are no additional historic properties present in the expanded APE and the design revisions continue to be consistent with the *no adverse effect to historic properties* determination for the Eastside Transit and HOV project.

As discussed with you verbally in our meeting of May 19, WSDOT would appreciate an expedited review of this determination, concurrence on the submitted HPI forms, and any additional comments you may have by **no later than June 10, 2011**. If this schedule does not appear possible, please

contact me at your convenience. Again we appreciate your continued consultation and timely responses.

If you have any questions, please do not hesitate to contact me at (206) 805-2895, e-mail archers@wsdot.wa.gov or Allison Hanson, ESO Mega Projects Environmental Director, at (206) 805-2880, e-mail hansona@wsdot.wa.gov.

Sincerely,

Steve Archer
WSDOT Cultural Resources Specialist

Enclosure

cc: Randy Everett, FHWA
Allison Hanson, WSDOT
Scott Williams, WSDOT
Daniel Babuca, WSDOT
Matthew Sterner, DAHP

STATE OF WASHINGTON
DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION
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June 20, 2011

Mr. Steve Archer
Cultural Resource Specialist
SR 520 Bridge Replacement Project
999 Third Ave., Suite 2424
Seattle, WA 98104

In future correspondence please refer to:
Log: 101408-10-FHWA
Property: SR 520 Eastside Transit and HOV
Re: NO Adverse Effect

Dear Mr. Archer:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The materials submitted for the project on May 26, 2011, have 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. Since your original communication described each of the three work areas separately, I will follow that convention in addressing your project modifications.

Point Loop Trail

I have already responded to your request for a modification to the area of potential effect (APE) in my letter dated May 23, 2011. Mr. Michael Houser, State Architectural Historian, has reviewed the ten historic properties identified for this portion of the project and concurs with your determination that none of the ten properties is eligible for inclusion in the National Register of Historic Places (NRHP). We further concur with your determination that modifications to the APE will no reverse the previous determination of no adverse effect to historic properties regarding potential impacts to the Bellevue Christian School property. Finally, we also concur with your commitment to add the archaeological monitoring of the two proposed stormwater detention vaults to your overall archaeological monitoring commitment for the project.

Lower Access Connector Trail

Because of the unique nature of the sediments and the intact soil development in this area of the project, we concur with your commitment to archaeologically monitor the area during all ground disturbing activities.

Fairweather Park

DAHP concurs with your determination that the two identified historic properties (located at 3204 76th Ave NE and 7628 32nd St NE) are not eligible for listing in the NRHP.

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.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov