APPENDIX C – AGENCY & TRIBAL CORRESPONDENCE

The following pages are copies of correspondence between this project and the tribes or Department of Archaeology and Historic Preservation.
October 9, 2007

Honorable Leonard Forsman  
Suquamish Tribe  
P.O. Box 498,  
Suquamish, WA 98292

Re: **Alaskan Way Viaduct and Seawall Replacement (AWV) Program:**  
**South Holgate Street to South King Street Viaduct Replacement Project**  
**Section 106 Initial Consultation Letter**

Dear Honorable Leonard Forsman:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose of the South Holgate Street to South King Street Viaduct Replacement Project is to remove and replace the SR 99 mainline from S. Walker Street (just south of S. Holgate) to the vicinity of S. King Street.

The new roadway would replace the existing stacked, viaduct structure and include the below features, as shown in the attached figure:

- Side-by-side northbound and southbound lanes, that transition from at-grade lanes at S. Walker Street to an aerial structure over S. Atlantic Street and the Burlington Northern Santa Fe (BNSF) tail track. The structure would transition back to a side-by-side, at-grade roadway north of S. Royal Brougham for about 600 feet. The structure then would transition to a stacked, aerial structure that links with the existing viaduct near S. King Street.
- New SR 99 ramps near South Royal Brougham Way, improving freight and vehicle access between the Port of Seattle to the west of SR99 and the BNSF Rail-yard and SR 519 and I-90 to the east.
- Existing ramps at Railroad Way would remain.
- Retained cut between South Royal Brougham Way and South Atlantic Street providing a grade-separated connection beneath SR 99 and the BNSF tail track.
- Realigned BNSF tail track.
- Multi-use path for north-south and east-west bicycle/pedestrian traffic.

Since 2001, we’ve consulted with Suquamish Tribe on the Alaskan Way Viaduct and Seawall Replacement (AWV) Program. Over the past few months, the South Holgate Street to South King Street Viaduct Replacement Project has been identified as one in a series of independent safety and mobility projects of the AWV Program, being developed...
to address earthquake vulnerabilities and improve and enhance mobility in the SR 99 corridor. As a result, we are moving forward with a separate environmental assessment – including separate Section 106 process – for the South Holgate Street to South King Street Viaduct Replacement Project. Other projects within the AWV program will also undergo environmental review and we will continue to consult with the Tribe as appropriate.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36 CFR 800.2(c)(2). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project’s Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by **November 12, 2007** so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

Kate Stenberg
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
    Kenneth Juell, WSDOT
    Matthew Sterner, DAHP
    Dennis Lewarch
    Stephanie Trudel
October 11, 2007

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

Re: Alaskan Way Viaduct and Seawall Replacement (AWV) Program:
South Holgate Street to South King Street Viaduct Replacement Project
Section 106 Initial Consultation Letter

Dear Chair Hansen:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose of the South Holgate Street to South King Street Viaduct Replacement Project is to remove and replace the SR 99 mainline from S. Walker Street (just south of S. Holgate) to the vicinity of S. King Street.

The new roadway would replace the existing stacked, viaduct structure and include the below features, as shown in the attached figure:

- Side-by-side northbound and southbound lanes, that transition from at-grade lanes at S. Walker Street to an aerial structure over S. Atlantic Street and the Burlington Northern Santa Fe (BNSF) tail track. The structure would transition back to a side-by-side, at-grade roadway north of S. Royal Brougham for about 600 feet. The structure then would transition to a stacked, aerial structure that links with the existing viaduct near S. King Street.
- New SR 99 ramps near South Royal Brougham Way, improving freight and vehicle access between the Port of Seattle to the west of SR99 and the BNSF Rail-yard and SR 519 and I-90 to the east.
- Existing ramps at Railroad Way would remain.
- Retained cut between South Royal Brougham Way and South Atlantic Street providing a grade-separated connection beneath SR 99 and the BNSF tail track.
- Realigned BNSF tail track.
- Multi-use path for north-south and east-west bicycle/pedestrian traffic.

Since 2001, we've coordinated with the Duwamish Tribe on the Alaskan Way Viaduct and Seawall Replacement (AWV) Program. Over the past few months, the South Holgate Street to South King Street Viaduct Replacement Project has been identified as one in a series of independent safety and mobility projects of the AWV Program, being developed
to address earthquake vulnerabilities and improve and enhance mobility in the SR 99 corridor. As a result, we are moving forward with a separate environmental assessment — including separate Section 106 process — for the South Holgate Street to South King Street Viaduct Replacement Project. Other projects within the AWV Program will also undergo environmental review, and we will continue to consult with you as appropriate.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation with you as an additional consulting party pursuant to 36 CFR 800.2(c)(5). WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project’s Area of Potential Effects (APE), and any key contacts, is greatly appreciated. We are also inviting comments regarding any other concerns the proposed project may raise. Please provide a response by November 12, 2007 so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

Kate Stenberg
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Kenneth Juell, WSDOT
Matthew Sterner, DAHP
October 11, 2007

Honorable Charlotte Williams
Muckleshoot Indian Tribe
39015 172nd Ave SE
Auburn, WA 98092

Re: Alaskan Way Viaduct and Seawall Replacement (AWV) Program:
South Holgate Street to South King Street Viaduct Replacement Project
Section 106 Initial Consultation Letter

Dear Honorable Charlotte Williams:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose of the South Holgate Street to South King Street Viaduct Replacement Project is to remove and replace the SR 99 mainline from S. Walker Street (just south of S. Holgate) to the vicinity of S. King Street.

The new roadway would replace the existing stacked, viaduct structure and include the below features, as shown in the attached figure:

- Side-by-side northbound and southbound lanes, that transition from at-grade lanes at S. Walker Street to an aerial structure over S. Atlantic Street and the Burlington Northern Santa Fe (BNSF) tail track. The structure would transition back to a side-by-side, at-grade roadway north of S. Royal Brougham for about 600 feet. The structure then would transition to a stacked, aerial structure that links with the existing viaduct near S. King Street.
- New SR 99 ramps near South Royal Brougham Way, improving freight and vehicle access between the Port of Seattle to the west of SR99 and the BNSF Rail-yard and SR 519 and I-90 to the east.
- Existing ramps at Railroad Way would remain.
- Retained cut between South Royal Brougham Way and South Atlantic Street providing a grade-separated connection beneath SR 99 and the BNSF tail track.
- Realigned BNSF tail track.
- Multi-use path for north-south and east-west bicycle/pedestrian traffic.

Since 2001, we've consulted with Muckleshoot Indian Tribe on the Alaskan Way Viaduct and Seawall Replacement (AWV) Program. Over the past few months, the South Holgate Street to South King Street Viaduct Replacement Project has been identified as one in a series of independent safety and mobility projects of the AWV Program, being
developed to address earthquake vulnerabilities and improve and enhance mobility in the SR 99 corridor. As a result, we are moving forward with a separate environmental assessment – including separate Section 106 process – for the South Holgate Street to South King Street Viaduct Replacement Project. Other projects within the AWV program will also undergo environmental review and we will continue to consult with the Tribe as appropriate.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36 CFR 800.2(c)(2). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project’s Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by November 12, 2007 so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

[Signature]

Kate Stenberg
AWV Program Environmental Manager

Enclosures

cc: Steve Boch, FHWA
    Kenneth Juell, WSDOT
    Matthew Sterner, DAHP
    Laura Murphy
October 11, 2007

Honorable Bill T. Sweet
Snoqualmie Tribe
P.O. Box 969
Snoqualmie, WA 98065

Re: Alaskan Way Viaduct and Seawall Replacement (AWV) Program:
South Holgate Street to South King Street Viaduct Replacement Project
Section 106 Initial Consultation Letter

Dear Honorable Bill T. Sweet:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose of the South Holgate Street to South King Street Viaduct Replacement Project is to remove and replace the SR 99 mainline from S. Walker Street (just south of S. Holgate) to the vicinity of S. King Street.

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- Side-by-side northbound and southbound lanes, that transition from at-grade lanes at S. Walker Street to an aerial structure over S. Atlantic Street and the Burlington Northern Santa Fe (BNSF) tail track. The structure would transition back to a side-by-side, at-grade roadway north of S. Royal Brougham for about 600 feet. The structure then would transition to a stacked, aerial structure that links with the existing viaduct near S. King Street.
- New SR 99 ramps near South Royal Brougham Way, improving freight and vehicle access between the Port of Seattle to the west of SR99 and the BNSF Rail-yard and SR 519 and I-90 to the east.
- Existing ramps at Railroad Way would remain.
- Retained cut between South Royal Brougham Way and South Atlantic Street providing a grade-separated connection beneath SR 99 and the BNSF tail track.
- Realigned BNSF tail track.
- Multi-use path for north-south and east-west bicycle/pedestrian traffic.

Since 2001, we’ve consulted with the Snoqualmie Tribe on the Alaskan Way Viaduct and Seawall Replacement (AWV) Program. Over the past few months, the South Holgate Street to South King Street Viaduct Replacement Project has been identified as one in a series of independent safety and mobility projects of the AWV Program, being developed
to address earthquake vulnerabilities and improve and enhance mobility in the SR 99 corridor. As a result, we are moving forward with a separate environmental assessment — including separate Section 106 process — for the South Holgate Street to South King Street Viaduct Replacement Project. Other projects within the AWV program will also undergo environmental review and we will continue to consult with the Tribe as appropriate.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36 CFR 800.2(c)(2). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project’s Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by November 12, 2007 so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

Kate Stenberg
AWV Program Environmental Manager

Enclosures

cc: Steve Boch, FHWA
    Kenneth Juell, WSDOT
    Matthew Sterner, DAHP
    Karen Suyama
    Dennis Lewarch
October 11, 2007

Honorable Melvin Sheldon
Tulalip Tribes
6700 Totem Beach Rd
Marysville, WA 98271

Re: Alaskan Way Viaduct and Seawall Replacement (AWV) Program:
South Holgate Street to South King Street Viaduct Replacement Project
Section 106 Initial Consultation Letter

Dear Honorable Melvin Sheldon:

The Washington Department of Transportation (WSDOT), acting on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The purpose of the South Holgate Street to South King Street Viaduct Replacement Project is to remove and replace the SR 99 mainline from S. Walker Street (just south of S. Holgate) to the vicinity of S. King Street.

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- Existing ramps at Railroad Way would remain.
- Retained cut between South Royal Brougham Way and South Atlantic Street providing a grade-separated connection beneath SR 99 and the BNSF tail track.
- Realigned BNSF tail track.
- Multi-use path for north-south and east-west bicycle/pedestrian traffic.

Since 2001, we’ve consulted with the Tulalip Tribes on the Alaskan Way Viaduct and Seawall Replacement (AWV) Program. Over the past few months, the South Holgate Street to South King Street Viaduct Replacement Project has been identified as one in a series of independent safety and mobility projects of the AWV Program, being developed...
to address earthquake vulnerabilities and improve and enhance mobility in the SR 99 corridor. As a result, we are moving forward with a separate environmental assessment – including separate Section 106 process – for the South Holgate Street to South King Street Viaduct Replacement Project. Other projects within the AWV program will also undergo environmental review and we will continue to consult with the Tribe as appropriate.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36 CFR 800.2(c)(2). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project’s Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by November 12, 2007 so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbeck@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

Kate Stenberg
AWV Program Environmental Manager

Enclosures

cc:    Steve Boch, FHWA
       Kenneth Juell, WSDOT
       Matthew Sterner, DAHP
       Hank Gobin
October 11, 2007

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

Re: Alaskan Way Viaduct and Seawall Replacement (AWV) Program:
South Holgate Street to South King Street Viaduct Replacement Project
Section 106 Initial Consultation Letter

Dear Honorable Lavina Washines:

The Washington Department of Transportation (WSDOT), acting on behalf of the
Federal Highway Administration (FHWA), is proposing an undertaking to address an
identified transportation need in downtown Seattle, King County, Washington. The
purpose of the South Holgate Street to South King Street Viaduct Replacement Project is
to remove and replace the SR 99 mainline from S. Walker Street (just south of S.
Holgate) to the vicinity of S. King Street.

The new roadway would replace the existing stacked, viaduct structure and include the
below features, as shown in the attached figure:

- Side-by-side northbound and southbound lanes, that transition from at-grade
  lanes at S. Walker Street to an aerial structure over S. Atlantic Street and the
  Burlington Northern Santa Fe (BNSF) tail track. The structure would transition
  back to a side-by-side, at-grade roadway north of S. Royal Brougham for about
  600 feet. The structure then would transition to a stacked, aerial structure that
  links with the existing viaduct near S. King Street.
- New SR 99 ramps near South Royal Brougham Way, improving freight and
  vehicle access between the Port of Seattle to the west of SR99 and the BNSF
  Rail-yard and SR 519 and I-90 to the east.
- Existing ramps at Railroad Way would remain.
- Retained cut between South Royal Brougham Way and South Atlantic Street
  providing a grade-separated connection beneath SR 99 and the BNSF tail track.
- Realigned BNSF tail track.
- Multi-use path for north-south and east-west bicycle/pedestrian traffic.

Since 2002, we’ve consulted with the Yakama Nation Indian Tribe on the Alaskan Way
Viaduct and Seawall Replacement (AWV) Program. Over the past few months, the South
Holgate Street to South King Street Viaduct Replacement Project has been identified as
one in a series of independent safety and mobility projects of the AWV Program, being
developed to address earthquake vulnerabilities and improve and enhance mobility in the SR 99 corridor. As a result, we are moving forward with a separate environmental assessment – including separate Section 106 process – for the South Holgate Street to South King Street Viaduct Replacement Project. Other projects within the AWV program will also undergo environmental review and we will continue to consult with the Tribe as appropriate.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation pursuant to 36 CFR 800.2(c)(2). Recognizing the government-to-government relationship it has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible Federal agency. However, since WSDOT has been delegated the authority from FHWA to initiate consultation, and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us at any time for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any Traditional Cultural Properties (TCPs) that may exist within the project’s Area of Potential Effects (APE), and any key Tribal contacts, is greatly appreciated. We are also inviting comments regarding any other Tribal concerns the proposed project may raise. Please provide a response by November 12, 2007 so that we may discuss this undertaking and any of those identified areas of interest.

Enclosed please find a map of the project area and the purpose and scope of consultation.

Should you have any questions about this project, please contact me at 206-382-5279 or stenbek@wsdot.wa.gov. If you have any general questions about the Section 106 process, you may contact Ken Juell, UCO Cultural Resources Specialist, at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

Kate Stenberg
AWV Program Environmental Manager

Enclosures

cc:  Steve Boch, FHWA  
      Kenneth Juell, WSDOT  
      Matthew Sterner, DAHP  
      Johnson Meninick
January 7, 2008

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

Re: SR 99: Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement Project

Determination of Area of Potential Effects (APE) and Request for Concurrency

Dear Dr. Brooks:

Per provisions of 36CFR800.3(a), the Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The proposed action would remove and replace the State Route (SR) 99 Alaskan Way Viaduct structure from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. A detailed project description is attached to this letter.

In order to ensure that WSDOT will consider this undertaking’s effects on properties listed or eligible for listing in the National Register of Historic Places, we are initiating formal Section 106 consultation per 36CFR800.2(c)1. WSDOT will be directly managing the cultural resources studies and carrying out this undertaking. Pursuant to 36CFR800.4(a)(1), we have identified an APE which will take into account direct and indirect effects this project will have on historic properties. With this letter, we are initiating consultation with your agency, and request concurrence with the APE determination.

The APE includes the area of proposed construction as well as one tax parcel on all sides of the proposed work areas, which would account for potential indirect effects on historic properties. Enclosed please find the project APE on two maps. The map titled “Historic Resources” includes the entire APE. The map titled “Areas of Ground Disturbance”
outlines all known construction areas. The vertical APE includes the entire depth of
planned construction disturbance where confined to historic fill and Holocene deposits, or
the entire depositional sequence above glacial sediments that consists of Holocene
estuarine deposits and imported fill resting on the historic tide flats in areas where
proposed ground disturbance will reach Pleistocene-age deposits that pre-date human
entry into the region. The Holocene and fill deposits are approximately 40 feet thick,
based on geotechnical bores acquired during multiple previous projects in the area.

Known historic properties within the APE include the NRHP-eligible Alaskan Way
Viaduct, the Bemis building, and the WOSCA building. The cultural resource evaluation
associated with this project will identify all historic properties within the APE, and assess
potential effects the project will have on them.

We appreciate your timely response to this letter, and your comments on the project APE.
We are also inviting comments on the proposed project from the identified concerned
tribes, including the Muckleshoot Indian Tribe, the Suquamish Tribe, the Snoqualmie
Tribe, the Yakama Nation, the Tulalip Tribes, and the non-federally recognized
Duwamish Tribe. If you have any questions about this project, you may contact Ken
Juell at 206-464-1236 or juellk@wsdot.wa.gov, me at 206-716-1138 or
grayc@wsdot.wa.gov, or Allison Hanson, Project Environmental Manager at 206-716-
1136 or hansona@wsdot.wa.gov.

Sincerely,

Connie Walker Gray
Cultural Resources Specialist

Enclosures

Cc:  Steve Boch, FHWA
     Allison Hanson, WSDOT
     Craig Holstine, WSDOT
     Colleen Jollie, WSDOT
     Megan Beeby, WSDOT
SR 99: Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement

Project Description

The AWV S. Holgate Street to S. King Street (South End) Viaduct Replacement Project undertaking will replace the mainline (this is fine to use-it's in all of the project documents) from S. Walker Street to the south to S. King Street to the north. This section of roadway would be replaced with an improved three-lane roadway in each direction. The improved roadway would transition to match the existing viaduct in the vicinity of S. King Street. The existing access ramps at S. King Street would be maintained, and new access ramps would be added. A new northbound off-ramp and a new southbound on-ramp from Alaskan Way just north of S. Royal Brougham Way would be built.

The Project would also provide grade-separated access for freight and general-purpose traffic traveling between the BNSF Railyard, SR 519 connections, and the Port of Seattle container terminals along Seattle’s waterfront. These east-west movements would be provided via a U-shaped, lowered roadway extending from the intersection of S. Atlantic Street/Colorado Avenue S. to the intersection of S. Atlantic Street and E. Marginal Way. This new connection would improve vehicle access, particularly for freight, over today’s conditions by providing a grade-separated route for east-west traffic when rail cars on the tail track block the at-grade roadway. At-grade access connecting these two areas (on the east and west) would continue to be provided via S. Atlantic Street. However, S. Royal Brougham Way would no longer provide east-west at-grade connections between First Avenue S. and Alaskan Way or E. Marginal Way as it does today.

Ferry holding lanes would be added between S. Royal Brougham Way and S. King Street along the east side of SR 99.
AREAS OF GROUND DISTURBANCE
January 24, 2008

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

Re:   SR 99: Alaskan Way Viaduct Moving Forward Program  
S. Holgate Street to S. King Street Viaduct Replacement Project  

Determination of Area of Potential Effects (APE)

Dear Honorable Chairperson Hansen:

The Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The proposed action would remove and replace the State Route (SR) 99 Alaskan Way Viaduct structure from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. A detailed project description is attached to this letter.

In order to ensure that WSDOT will consider this undertaking’s effects on properties listed or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation under 36 CFR §800. 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.

We have identified an Area of Potential Effects (APE) that takes into account direct and indirect effects this project may have on historic properties. The APE includes the area of proposed construction as well as one tax parcel on all sides of the proposed work areas, which would account for potential indirect effects. Enclosed please find the project APE on two maps. The map titled “Historic Resources” includes the entire APE. The map
titled "Areas of Ground Disturbance" outlines all known construction areas. The vertical
APE includes the entire depth of planned construction disturbance where confined to
historic fill and Holocene deposits, or the entire depositional sequence above glacial
sediments that consists of Holocene estuarine deposits and imported fill resting on the
historic tide flats in areas where proposed ground disturbance will reach Pleistocene-age
deposits that pre-date human entry into the region. The Holocene and fill deposits are
approximately 40 feet thick, based on geotechnical bores acquired during multiple
previous projects in the area.

Known historic properties within the APE include the NRHP-eligible Alaskan Way
Viaduct, the Bemis building, and the WOSCA building. The cultural resource evaluation
associated with this project will identify all historic properties within the APE, and assess
potential effects the project will have on them. We request your assistance with
identifying cultural resources within the APE that are important to Native Americans.

Your response to this letter, acknowledging your interest in participating in the
undertaking as a consulting party and commenting on the identified APE and any known
cultural resources, is greatly appreciated.

If you have any questions about this project, you may contact me at 206-716-1136 or
hansona@wsdot.wa.gov or WSDOT Cultural Resource Specialist Ken Juell at 206-464-
1236 or juellk@wsdot.wa.gov.

Sincerely,

Allison Hanson
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
    Allison Hanson, WSDOT
    Craig Holstine, WSDOT
    Colleen Jollie, WSDOT
    Megan Beeby, WSDOT
SR 99: Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement

Project Description

The AWV S. Holgate Street to S. King Street (South End) Viaduct Replacement Project undertaking will replace the mainline from S. Walker Street to the south to S. King Street to the north. This section of roadway would be replaced with an improved three-lane roadway in each direction. The improved roadway would transition to match the existing viaduct in the vicinity of S. King Street. The existing access ramps at S. King Street would be maintained, and new access ramps would be added. A new northbound off-ramp and a new southbound on-ramp from Alaskan Way just north of S. Royal Brougham Way would be built.

The Project would also provide grade-separated access for freight and general-purpose traffic traveling between the BNSF rail yard, SR 519 connections, and the Port of Seattle container terminals along Seattle’s waterfront. These east-west movements would be provided via a U-shaped, lowered roadway extending from the intersection of S. Atlantic Street/Colorado Avenue S. to the intersection of S. Atlantic Street and E. Marginal Way. This new connection would improve vehicle access, particularly for freight, over today’s conditions by providing a grade-separated route for east-west traffic when rail cars on the tail track block the at-grade roadway. At-grade access connecting these two areas (on the east and west) would continue to be provided via S. Atlantic Street. However, S. Royal Brougham Way would no longer provide east-west at-grade connections between First Avenue S. and Alaskan Way or E. Marginal Way as it does today.

Ferry holding lanes would be added between S. Royal Brougham Way and S. King Street along the east side of SR 99.
AREAS OF GROUND DISTURBANCE
January 24, 2008

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

Re:   SR 99: Alaskan Way Viaduct Moving Forward Program
      S. Holgate Street to S. King Street Viaduct Replacement Project

      Determination of Area of Potential Effects (APE)

Dear Ms. Murphy:

The Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The proposed action would remove and replace the State Route (SR) 99 Alaskan Way Viaduct structure from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. A detailed project description is attached to this letter.

In order to ensure that WSDOT will consider this undertaking’s effects on properties listed or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation under 36 CFR §800. 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.

We have identified an Area of Potential Effects (APE) that takes into account direct and indirect effects this project may have on historic properties. The APE includes the area of proposed construction as well as one tax parcel on all sides of the proposed work areas, which would account for potential indirect effects. Enclosed please find the project APE on two maps. The map titled “Historic Resources” includes the entire APE. The map
titled "Areas of Ground Disturbance" outlines all known construction areas. The vertical
APE includes the entire depth of planned construction disturbance where confined to
historic fill and Holocene deposits, or the entire depositional sequence above glacial
sediments that consists of Holocene estuarine deposits and imported fill resting on the
historic tide flats in areas where proposed ground disturbance will reach Pleistocene-age
deposits that pre-date human entry into the region. The Holocene and fill deposits are
approximately 40 feet thick, based on geotechnical bores acquired during multiple
previous projects in the area.

Known historic properties within the APE include the NRHP-eligible Alaskan Way
Viaduct, the Bemis building, and the WOSCA building. The cultural resource evaluation
associated with this project will identify all historic properties within the APE, and assess
potential effects the project will have on them. We request your assistance with
identifying cultural resources within the APE that are important to Native Americans.

Your response to this letter, acknowledging your interest in participating in the
undertaking as a consulting party and commenting on the identified APE and any known
cultural resources, is greatly appreciated.

If you have any questions about this project, you may contact me at 206-716-1136 or
hansona@wsdot.wa.gov or WSDOT Cultural Resource Specialist Ken Juell at 206-464-
1236 or juellk@wsdot.wa.gov.

Sincerely,

Allison Hanson
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
Allison Hanson, WSDOT
Craig Holstine, WSDOT
Colleen Jollie, WSDOT
Megan Beeby, WSDOT
January 24, 2008

Ms. Karen Suyama
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98066

Re: SR 99: Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement Project

Determination of Area of Potential Effects (APE)

Dear Ms. Suyama:

The Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The proposed action would remove and replace the State Route (SR) 99 Alaskan Way Viaduct structure from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. A detailed project description is attached to this letter.

In order to ensure that WSDOT will consider this undertaking’s effects on properties listed or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation under 36 CFR §800. 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.

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Known historic properties within the APE include the NRHP-eligible Alaskan Way Viaduct, the Bemis building, and the WOSCA building. The cultural resource evaluation associated with this project will identify all historic properties within the APE, and assess potential effects the project will have on them. We request your assistance with identifying cultural resources within the APE that are important to Native Americans.

Your response to this letter, acknowledging your interest in participating in the undertaking as a consulting party and commenting on the identified APE and any known cultural resources, is greatly appreciated.

If you have any questions about this project, you may contact me at 206-716-1136 or hansonah@wsdot.wa.gov or WSDOT Cultural Resource Specialist Ken Juell at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

[Signature]

Allison Hanson
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
    Allison Hanson, WSDOT
    Craig Holstine, WSDOT
    Colleen Jollie, WSDOT
    Megan Beeby, WSDOT
January 24, 2008

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

Re: SR 99: Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement Project

Determination of Area of Potential Effects (APE)

Dear Mr. Lewarch:

The Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The proposed action would remove and replace the State Route (SR) 99 Alaskan Way Viaduct structure from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. A detailed project description is attached to this letter.

In order to ensure that WSDOT will consider this undertaking’s effects on properties listed or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation under 36 CFR §800. 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.

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Known historic properties within the APE include the NRHP-eligible Alaskan Way Viaduct, the Bernis building, and the WOSCA building. The cultural resource evaluation associated with this project will identify all historic properties within the APE, and assess potential effects the project will have on them. We request your assistance with identifying cultural resources within the APE that are important to Native Americans.

Your response to this letter, acknowledging your interest in participating in the undertaking as a consulting party and commenting on the identified APE and any known cultural resources, is greatly appreciated.

If you have any questions about this project, you may contact me at 206-716-1136 or hanson@wsdot.wa.gov or WSDOT Cultural Resource Specialist Ken Juell at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

Allison Hanson
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
    Allison Hanson, WSDOT
    Craig Holstine, WSDOT
    Colleen Jollie, WSDOT
    Megan Beeby, WSDOT
January 24, 2008

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

Re:  SR 99: Alaskan Way Viaduct Moving Forward Program  
     S. Holgate Street to S. King Street Viaduct Replacement Project

     Determination of Area of Potential Effects (APE)

Dear Mr. Gobin:

The Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The proposed action would remove and replace the State Route (SR) 99 Alaskan Way Viaduct structure from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. A detailed project description is attached to this letter.

In order to ensure that WSDOT will consider this undertaking’s effects on properties listed or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation under 36 CFR §800. 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.

We have identified an Area of Potential Effects (APE) that takes into account direct and indirect effects this project may have on historic properties. The APE includes the area of proposed construction as well as one tax parcel on all sides of the proposed work areas, which would account for potential indirect effects. Enclosed please find the project APE on two maps. The map titled “Historic Resources” includes the entire APE. The map
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Known historic properties within the APE include the NRHP-eligible Alaskan Way Viaduct, the Bernis building, and the WOSCA building. The cultural resource evaluation associated with this project will identify all historic properties within the APE, and assess potential effects the project will have on them. We request your assistance with identifying cultural resources within the APE that are important to Native Americans.

Your response to this letter, acknowledging your interest in participating in the undertaking as a consulting party and commenting on the identified APE and any known cultural resources, is greatly appreciated.

If you have any questions about this project, you may contact me at 206-716-1136 or hansonac@wsdot.wa.gov or WSDOT Cultural Resource Specialist Ken Juell at 206-464-1236 or juellk@wsdot.wa.gov.

Sincerely,

[Signature]

Allison Hanson
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
    Allison Hanson, WSDOT
    Craig Holstine, WSDOT
    Colleen Jollie, WSDOT
    Megan Beeby, WSDOT
January 24, 2008

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

Re: SR 99: Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement Project

Determination of Area of Potential Effects (APE)

Dear Mr. Meninick:

The Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is proposing an undertaking to address an identified transportation need in downtown Seattle, King County, Washington. The proposed action would remove and replace the State Route (SR) 99 Alaskan Way Viaduct structure from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. A detailed project description is attached to this letter.

In order to ensure that WSDOT will consider this undertaking’s effects on properties listed or eligible for listing in the National Register of Historic Places, WSDOT is initiating formal Section 106 consultation under 36 CFR §800. 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.

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Known historic properties within the APE include the NRHP-eligible Alaskan Way Viaduct, the Bemis building, and the WOSCA building. The cultural resource evaluation associated with this project will identify all historic properties within the APE, and assess potential effects the project will have on them. We request your assistance with identifying cultural resources within the APE that are important to Native Americans.

Your response to this letter, acknowledging your interest in participating in the undertaking as a consulting party and commenting on the identified APE and any known cultural resources, is greatly appreciated.

If you have any questions about this project, you may contact me at 206-716-1136 or hansonaw@wsdot.wa.gov or WSDOT Cultural Resource Specialist Ken Juell at 206-464-1236 or juellkw@wsdot.wa.gov.

Sincerely,

Allison Hanson
AWV Program Environmental Manager

Enclosures

Cc: Steve Boch, FHWA
    Allison Hanson, WSDOT
    Craig Holstine, WSDOT
    Colleen Jollie, WSDOT
    Megan Beeby, WSDOT
January 29, 2008

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

In future correspondence please refer to:  
Log: 012908-06-FHWA  
Property: Alaskan Way Viaduct, S Holgate to S King Viaduct Replacement  
Re: Archaeology - APE Concur

Dear Ms. Walker Gray:

We have reviewed the materials forwarded to our office for the S Holgate to S King Viaduct Replacement project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the horizontal definition of the APE. We cannot comment on the vertical APE at this time without additional information that presents data on both stratified sediments and proposed impacts associated with construction.

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. Should you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A., RPA  
Transportation Archaeologist  
(360) 586-3082  
matthew.sterner@dahp.wa.gov
May 15, 2008

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

Re: Log # 01-29-08-06-FHWA

SR 99: Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement Project
Historic Resource Technical Report Submittal
Determination of Adverse Effect

Dear Dr. Brooks:

Per provisions of 36CFR800.3(a), the Washington Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation on this undertaking. Enclosed please find a cultural resource report and a Historic Property Inventory database CD for the above-referenced project. Please note that the archaeological assessment for this project will be submitted under separated cover.

The SR 99 S. Holgate Street to S. King Street Viaduct Replacement Project involves removing approximately one mile of the SR 99 mainline from S. Walker Street (just south of S. Holgate Street) to the vicinity of S. King Street. This section would be replaced with an improved three-lane roadway, both northbound and southbound. Construction is expected to begin in mid-2009 and be completed in late 2013.

The Historic Resources Technical Report is enclosed with this letter. The report was written by Mimi Sheridan, who has been the lead architectural historian for the Alaskan Way Viaduct Program. The Area of Potential Effects for this project contains two buildings listed in the NRHP, six industrial buildings that have been identified as eligible
for listing in the NRHP, and the Alaskan Way Viaduct itself, also determined eligible for
listing in the NRHP. NRHP-eligibility for all buildings within the APE has already been
determined by WSDOT as part of the 2004 Draft EIS for the Alaskan Way Viaduct and
Seawall Replacement Program. That analysis included a field survey of all buildings
within the APE that were built before 1962 (other than those that have already been
designated as landmarks or are in historic districts). Information was collected on each
building and was used by WSDOT and FHWA to determine each property's eligibility
for listing in the NRHP. The DAHP concurred with the determinations.

All of the buildings in the APE that were built in 1962 or earlier are listed in Attachment
A of the report, with their historical status indicated, and Historic Property Inventory
(HPI) forms comprise Appendix B of this report. Also enclosed is a CD with the database
files for these resources.

Based on our analysis, WSDOT, on behalf of FHWA, has determined that this
undertaking will have a direct adverse effect NRHP-eligible Alaskan Way Viaduct. There
will also be an indirect adverse effect on the NRHP-eligible Bemis Building. Potential
mitigation measures for these adverse effects are outlined in Chapters 4 and 5 of the
attached report, and include, for example, Historic American Engineering Record
(HAER) documentation for the AWV, public display of HAER photographs, and
multiple methods for reducing construction impacts to the Bemis Building. We anticipate
the development of a Memorandum or Programmatic Agreement between FHWA,
WSDOT, DAHP, and the Advisory Council on Historic Preservation (ACHP) to outline
measures to mitigate this project's adverse effects on historic properties.

I look forward to your comment on our determination that this project will have an
adverse effect on the NRHP-eligible Alaskan Way Viaduct and Bemis Building. Our
project schedule is becoming critical, and we would very much appreciate your response
by June 6, 2008. If you have any questions, or would like additional information, please
contact me at 206-716-1138 or grayc@wsdot.wa.gov, or Allison Hanson, Project
Environmental Manager at 206-716-1136 or hanson@wsdot.wa.gov.

Sincerely,

Connie Walker Gray
Cultural Resources Specialist

Enclosures

Cc: Steve Boch, FHWA
    Karen Gordon, City of Seattle
    Allison Hanson, WSDOT w/o attachments
    Craig Holstine, WSDOT w/o attachments
May 28, 2008

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

Re: SR 99: Alaskan Way Viaduct Program, South Holgate St. to South King St. Viaduct Replacement Project

DAHP Log #: 012908-06-FHWA

Dear Dr. Brooks:

Per provisions of 36CFR800, the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is continuing consultation on the above-referenced project.

There are two Section 106 reports for the project: a built environment assessment and an archaeological resources assessment. On May 15, we sent you the Historic Resources Technical Report, by Mimi Sheridan. Enclosed please find Archaeological Assessment: S. Holgate Street to S. King Street Viaduct Replacement, prepared by Northwest Archaeological Associates, Inc (NWAA).

The archaeological assessment contains the results of a rotasonic coring program and extensive background research. The report characterizes the stratigraphy and historical development of the area, but does not identify any historic properties. NWAA recommends that such properties may be present. Further testing is not possible due to site conditions, as you are aware.

FHWA sought guidance from the Advisory Council on Historic Preservation (ACHP), as you suggested. On May 20, 2008, the ACHP notified FHWA that it is appropriate to develop a Memorandum of Agreement to resolve potential adverse effects.

As you'll recall, we previously determined that the project will have direct adverse effects on the Alaskan Way Viaduct and indirect adverse effects on the Bemis Building, both National Register-eligible properties. With the archaeological assessment, we have made the additional determination that archaeological historic properties may be adversely affected by the project.
We are developing a Memorandum of Agreement (MOA) to resolve adverse effects to the Alaskan Way Viaduct and the Bemis Building, and to plan for potential adverse effects to archaeological historic properties. The MOA will contain a specific, detailed Treatment Plan for archaeological resources. You will receive a copy of the MOA and Treatment Plan for your review and comment later this week, as will the interested and affected Indian tribes.

We look forward to your concurrence with our determination that archaeological historic properties may be adversely affected, and to your acknowledgment that you will participate in the development of the MOA and Treatment Plan. Thank you for your generous agreement to review this report and comment on our determinations in a shortened time period. We look forward to hearing back from you by June 11, 2008.

Should you have questions, comments or concerns please contact me at 206-716-1122, email bundyb@wsdot.wa.gov, or Ken Juell at 206-464-1236, email juell@wsdot.wa.gov or AWV Environmental Manager Allison Hanson at 206-716-1136, email hansona@wsdot.wa.gov.

Sincerely,

Barbara Bundy
WSDOT Cultural Resources Specialist

cc. Allison Hanson, WSDOT
    Sasha Visconty, WSDOT
    Scott Williams, WSDOT
    Steve Boch, FHWA
May 28, 2008

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

RE: SR 99 Alaskan Way Viaduct Moving Forward Program  
S. Holgate Street to S. King Street Viaduct Replacement Project  
Section 106 Report on Archaeology

Dear Honorable Cecile Hansen:

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

Enclosed please find a copy of a report prepared by Northwest Archaeological Associates, Inc. (NWAA) for the above-referenced project: Archaeological Assessment S. Holgate Street to S. King Street Viaduct Replacement (May 2008). This report is the cultural resources assessment for archaeology and is based on historical research and coring work completed in the project area.

Based on this information, WSDOT archaeologists have determined that there are potential adverse effects to as-yet unidentified archaeological sites. Because of the heavily urbanized environment, high water table, and other constraints, further archaeological investigation cannot be conducted until construction. We are preparing a Section 106 Memorandum of Agreement and Archaeological Treatment Plan for your review.
We would appreciate your comments on the enclosed report by June 27, 2008. Thank you for your continued interest in this project. If you have any questions, or would like additional information, please contact me at 206-716-1136 or hansonaa@wsdot.wa.gov, or Barbara Bundy, UCO Cultural Resources Specialist, at 206-716-1122 or bundyb@wsdot.wa.gov.

Sincerely,

[Signature]

Allison Hanson  
Deputy Director of Environmental Services  
Urban Corridors Office

Enc.

Cc:  Steve Boch, FHWA  
Barbara Bundy, WSDOT  
Scott S. Williams, WSDOT  
Matthew Sterner, DAHP
May 28, 2008

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

RE:  SR 99 Alaskan Way Viaduct Moving Forward Program
     S. Holgate Street to S. King Street Viaduct Replacement Project
     Section 106 Report on Archaeology

Dear Ms. Murphy:

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

Enclosed please find a copy of a report prepared by Northwest Archaeological Associates, Inc. (NWAA) for the above-referenced project: Archaeological Assessment S. Holgate Street to S. King Street Viaduct Replacement (May 2008). This report is the cultural resources assessment for archaeology and is based on historical research and coring work completed in the project area.

Based on this information, WSDOT archaeologists have determined that there are potential adverse effects to as-yet unidentified archaeological sites. Because of the heavily urbanized environment, high water table, and other constraints, further archaeological investigation cannot be conducted until construction. We are preparing a Section 106 Memorandum of Agreement and Archaeological Treatment Plan for your review.
We want to thank you for participating in the review of the Section 106 Programmatic Agreement (PA) for the Alaskan Way Viaduct and Seawall Replacement Program. However, in consultation with the Department of Archaeology and Historic Preservation, we have decided not to pursue a PA for the S. Holgate to S. King Street project. We may do so in the future for other AWV projects. We appreciate your input and are using your feedback for developing the Memorandum of Agreement for the S. Holgate Street to S. King Street Viaduct Replacement Project.

We would appreciate your comments on the enclosed report by June 27, 2008. Thank you for your continued interest in this project. If you have any questions, or would like additional information, please contact me at 206-716-1136 or hansona@wsdot.wa.gov, or Barbara Bundy, UCO Cultural Resources Specialist, at 206-716-1122 or bundyb@wsdot.wa.gov.

Sincerely,

Allison Hanson
Deputy Director of Environmental Services
Urban Corridors Office

Enc.

Cc: Steve Boch, FHWA
    Barbara Bundy, WSDOT
    Scott S. Williams, WSDOT
    Matthew Sterner, DAHP
May 28, 2008

Ms. Karen Suyama, Cultural Resources Director
Snoqualmie Tribe
P.O. Box 969
Snoqualmie, WA 98065

RE: SR 99 Alaskan Way Viaduct Moving Forward Program
    S. Holgate Street to S. King Street Viaduct Replacement Project
    Section 106 Report on Archaeology

Dear Ms. Suyama:

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

Enclosed please find a copy of a report prepared by Northwest Archaeological Associates, Inc. (NWAA) for the above-referenced project: Archaeological Assessment S. Holgate Street to S. King Street Viaduct Replacement (May 2008). This report is the cultural resources assessment for archaeology and is based on historical research and coring work completed in the project area.

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We would appreciate your comments on the enclosed report by June 27, 2008. Thank you for your continued interest in this project. If you have any questions, or would like additional information, please contact me at 206-716-1136 or hansona@wsdot.wa.gov, or Barbara Bundy, UCO Cultural Resources Specialist, at 206-716-1122 or bundyb@wsdot.wa.gov.

Sincerely,

Allison Hanson  
Deputy Director of Environmental Services  
Urban Corridors Office

Enc.

Cc: Steve Boch, FHWA  
Barbara Bundy, WSDOT  
Scott S. Williams, WSDOT  
Matthew Sterner, DAHP
May 28, 2008

Mr. Dennis Lewarch, Cultural Resources Specialist/Archaeologist
Suquamish Tribe
P.O. Box 498
Suquamish, WA 98292

RE: SR 99 Alaskan Way Viaduct Moving Forward Program
S. Holgate Street to S. King Street Viaduct Replacement Project
Section 106 Report on Archaeology

Dear Mr. Lewarch:

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

Enclosed please find a copy of a report prepared by Northwest Archaeological Associates, Inc. (NWAA) for the above-referenced project: Archaeological Assessment S. Holgate Street to S. King Street Viaduct Replacement (May 2008). This report is the cultural resources assessment for archaeology and is based on historical research and coring work completed in the project area.

Based on this information, WSDOT archaeologists have determined that there are potential adverse effects to as-yet unidentified archaeological sites. Because of the heavily urbanized environment, high water table, and other constraints, further archaeological investigation cannot be conducted until construction. We are preparing a Section 106 Memorandum of Agreement and Archaeological Treatment Plan for your review.
We want to thank you for participating in the review of the Section 106 Programmatic Agreement (PA) for the Alaskan Way Viaduct and Seawall Replacement Program. However, in consultation with the Department of Archaeology and Historic Preservation, we have decided not to pursue a PA for the S. Holgate to S. King Street project. We may do so in the future for other AWV projects. We appreciate your input and are using your feedback for developing the Memorandum of Agreement for the S. Holgate Street to S. King Street Viaduct Replacement Project.

We would appreciate your comments on the enclosed report by June 27, 2008. Thank you for your continued interest in this project. If you have any questions, or would like additional information, please contact me at 206-716-1136 or hansonah@wsdot.wa.gov, or Barbara Bundy, UCO Cultural Resources Specialist, at 206-716-1122 or bundyb@wsdot.wa.gov.

Sincerely,

Allison Hanson
Deputy Director of Environmental Services
Urban Corridors Office

Enc.

Cc: Steve Boch, FHWA
Barbara Bundy, WSDOT
Scott S. Williams, WSDOT
Matthew Sterner, DAHP
May 28, 2008

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

RE: SR 99 Alaskan Way Viaduct Moving Forward Program
    S. Holgate Street to S. King Street Viaduct Replacement Project
    Section 106 Report on Archaeology

Dear Mr. Gobin:

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

Enclosed please find a copy of a report prepared by Northwest Archaeological Associates, Inc. (NWAA) for the above-referenced project: Archaeological Assessment S. Holgate Street to S. King Street Viaduct Replacement (May 2008). This report is the cultural resources assessment for archaeology and is based on historical research and coring work completed in the project area.

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Sincerely,

[Signature]

Allison Hanson
Deputy Director of Environmental Services
Urban Corridors Office

Enc.

Cc: Steve Boch, FHWA
    Barbara Bundy, WSDOT
    Scott S. Williams, WSDOT
    Matthew Sterner, DAHP
May 28, 2008

Mr. Johnson Meninick, Cultural Resources Manager
Yakama Nation
P.O. Box 151
Toppenish, WA 98948

RE:  SR 99 Alaskan Way Viaduct Moving Forward Program
     S. Holgate Street to S. King Street Viaduct Replacement Project
     Section 106 Report on Archaeology

Dear Mr. Meninick:

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

Enclosed please find a copy of a report prepared by Northwest Archaeological
Associates, Inc. (NWAA) for the above-referenced project: Archaeological Assessment
S. Holgate Street to S. King Street Viaduct Replacement (May 2008). This report is the
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coring work completed in the project area.

Based on this information, WSDOT archaeologists have determined that there are
potential adverse effects to as-yet unidentified archaeological sites. Because of the
heavily urbanized environment, high water table, and other constraints, further
archaeological investigation cannot be conducted until construction. We are preparing a
Section 106 Memorandum of Agreement and Archaeological Treatment Plan for your
review.
We would appreciate your comments on the enclosed report by June 27, 2008. Thank you for your continued interest in this project. If you have any questions, or would like additional information, please contact me at 206-716-1136 or hanson@wsdot.wa.gov, or Barbara Bundy, UCO Cultural Resources Specialist, at 206-716-1122 or bundyb@wsdot.wa.gov.

Sincerely,

[Signature]

Allison Hanson
Deputy Director of Environmental Services
Urban Corridors Office

Enc.

Cc: Steve Boch, FHWA
Barbara Bundy, WSDOT
Scott S. Williams, WSDOT
Matthew Sterner, DAHP
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: 012908-06-FHWA  
Property: Alaskan Way Viaduct, S Holgate to S King Viaduct Replacement  
Re: ADVERSE Effect

Dear Ms. Walker Gray:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP). We have reviewed the materials you provided for this project. We concur with your determination that the project, as proposed, will have an adverse effect on two properties located within the area of potential effect. These adverse effects will impact the Alaskan Way Viaduct and the Bemis Building, both properties eligible for listing in the National Register of Historic Places.

We look forward to further consultation and the development of a Memorandum of Agreement (MOA) to address this adverse effect.

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). 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 contact me.

Sincerely,

Mathew Sterner, M.A., RPA  
Transportation Archaeologist  
(360) 586-3082  
matthew.sterner@dahp.wa.gov
June 12, 2008

Dr. Barbara Bundy
Archaeologist
Washington State Department of Transportation
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA  98104-3850

In future correspondence please refer to:
Log:  012908-06-FHWA
Property: Alaskan Way Viaduct, S Holgate to S King Viaduct Replacement (as 'Program')
Re:  Review of Treatment Plan, Draft MOA

Dear Dr. Bundy:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the archaeological assessment report completed by NWAA. I have also received and reviewed the archaeological treatment plan for the project as well as a draft memorandum of agreement. The project has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

On the whole, the archaeological treatment plan appears comprehensive. The difficulty of identifying, documenting, and evaluating resources that may be deeply buried within the project area is demonstrated adequately between the accompanying NWAA report on the coring program and the treatment plan. Your approach of segmenting the project area in three “treatment zones” is a valid and appropriate means to deal with the buried resources.

Regarding the draft memorandum of agreement that was included in your submittal, DAHP will withhold comment at this time. While numerous interesting mitigation solutions are included, we will require additional time to review the document and further assess these solutions. We look forward to meeting with you in the future to further discuss.
Thank you for the opportunity to review and comment.

Sincerely,

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