



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

Urban Corridors  
SR 520 Project  
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PE0302

LTR # 755

January 23, 2009

Earl Davis  
Cultural Resources  
Shoalwater Bay Tribe  
PO Box 130  
Tokeland, WA 98590

Re: SR 520 Pontoon Construction Project  
Government-to-Government Consultation for Proposed Sediment Characterization Plan

Dear Mr. Davis:

This letter serves to notify the Shoalwater Bay Tribe of planned sediment sampling and characterization by the Washington State Department of Transportation (WSDOT), as part of the SR 520 Pontoon Construction Project. WSDOT is proposing a sediment sampling program that includes taking approximately nine to fifteen sediment samples at three site alternatives in Grays Harbor: a minimum of five samples from the Aberdeen Log Yard located in Aberdeen; a minimum of two samples from the Anderson - Middleton Property; and a minimum of two samples from IDD#1 both located in Hoquiam. Proposed sampling areas are shown in the attached figures. All samples would be taken in open water, within the proposed pontoon launch channel locations in the nearshore estuarine environment between the mean higher high water level (MHHW) and the existing navigation channel.

WSDOT is interested in comments and concerns that the Shoalwater Bay Tribe may have regarding potential impacts to cultural resources, hunting and gathering rights, and water quality so that the methods used to acquire the samples adequately address and alleviate any potential concerns. We would like to begin this work as soon as February 18, and therefore respectfully request a response by February 11. Please forward this correspondence to other appropriate staff as needed.

WSDOT needs to conduct the sampling and sediment characterization in order to analyze the chemical settings of the site alternatives, identify any contaminants or hazardous materials, and determine dredge material disposal options and potential costs. As part of the planning process for the SR 520 Program, WSDOT is currently conducting environmental review and evaluating the suitability of each of the site alternatives. The results of this reconnaissance sampling will be documented in a sediment characterization report and will be referenced in the Hazardous Material Discipline Report for the Environmental Impact Statement.

It should be noted that this reconnaissance-level sampling will not be conducted at the same level of detail or sampling intensity as a full dredge material evaluation sampling effort required for dredge material management program (DMMP) approval. The sampling and analysis requirements of the reconnaissance sampling will be based on a minimum threshold needed to establish a recommendation using professional judgment. Once a preferred site is selected, a formal dredge material sampling and analysis plan (SAP) will be developed to DMMP standards.

Samples are proposed to be taken across the range of depths where dredging would occur for the pontoon launch channels. Two sample locations are proposed at each of the IDD#1 and Anderson-Middleton sites, and five are proposed at the Aberdeen Log Yard site. Sediment coring depth is expected to reach a maximum of 30 feet below grade, and would yield approximately 0.15 cubic yards of material per location. Given the depth of sediment coring necessary for sampling and the expected substrate type, the work is expected to require two to three hours per sample location. The coring vessel would be maneuvered into a new position between sample location. Ideally, each site can be sampled within a single day for a total of three days of sampling. We expect that this overall sampling effort will occur over a three-week period between February 18 and March 6, 2009.

The exact sampling procedure will be dependent upon the selection of a contractor. Three methodologies have been identified as suitable for this effort. All methodologies are similar in concept and the physical disturbance to the ground. The methodologies differ primarily in the equipment used and the noise generated. All three methodologies are described below in order of preference and suitability for this sampling effort.

#### MudMole™ sampling:

The MudMole™ sediment sampler can be considered to be a hybrid between a vibratory core sampler and an impact core sampler. The core barrel of the MudMole™ is advanced into the sediment by means of a pneumatically operated hammer at about 5 Hz. The hammer is linear in that approximately 70% of the energy is imparted on the downward stroke. The bottom of each core tube will be fitted with a hinged or spring core catcher to prevent loss of the sediment during extraction. At regular intervals the core barrel can be removed from the boring and provides intact, continuous soil samples of several feet in length allowing for detailed analysis that may not be available with mud rotary drilling methods. Air to operate the pneumatic corer is supplied by an industrial air compressor located on the deck of the sampling vessel. The sampler is operated by personnel on the sampling vessel and divers guiding the sampler underwater. The activity is expected to generate a minor, localized increase of suspended sediment in the water column associated with the advancement and removal of the core sampler. Sound generated by the MudMole™ is estimated to be around 80 dBA<sub>PEAK</sub> in air, and approximately 140 dB<sub>PEAK</sub> and around 130<sub>RMS</sub> under water.

#### Vibratory core sampling:

Vibratory sampling utilizes a 7-inch inside-diameter steel casing inserted into the ground to contain drilling operations. A core barrel with drilling head is then advanced through the soil using high-frequency vibratory motion along with downward pressure and rotation. A 6-inch diameter casing is then advanced behind the core barrel. Unless adverse conditions such as rock

or other hard material are encountered, no drilling fluid will be used for the sonic drilling. Intact, continuous soil samples several feet in length can be obtained at regular intervals from the core barrel to provide detailed sediment analysis that may not be available with mud rotary drilling methods. Soil cores are collected in flexible plastic sleeves for later examination. The activity is expected to generate a minor, localized increase of suspended sediment in the water column associated with the penetration and removal of the casing. The high frequency of the vibrations is near the limit of sound detectable by the human ear and reduces the distance over which the sound travels. Measurements of around 80 dBA<sub>PEAK</sub> have been recorded at the drilling platform. Underwater sounds levels are unknown, but could conservatively be estimated at around 140 dB<sub>PEAK</sub> and around 130 dB<sub>RMS</sub> under water.

#### Augured sampling:

For mud rotary auguring, a 4-6-inch inside-diameter steel casing will be inserted into the ground approximately 5-10 feet to contain drilling operations. A 3-5-inch diameter casing is then advanced through the outer casing into the soil with a rotary auger. At regular intervals a split spoon sampler is lowered into the casing to take soil samples. Bentonite quick gel drilling fluid is used to lubricate the drill and extract soil from the casing using a re-circulating pumping system. All excess fluids and drill cuttings are placed in drums and removed from the site. After the boring is taken, the casing is flushed with clean water and material inside the casing is collected on the barge. Before the casing is removed, the hole is sealed to within two feet of the surface with bentonite chips and covered with gravel to the surface per Ecology requirements. The activity is expected to generate a minor, localized increase of suspended sediment in the water column associated with the penetration and removal of the casing. Measurements of around 83 dBA<sub>PEAK</sub> have been recorded at the drilling platform, and are conservatively estimated to be around 143 dB<sub>PEAK</sub> and around 133 dB<sub>RMS</sub> under water.

All methods of sediment coring would occur from either a portable pontoon barge, or a similar pontoon style sampling vessel. The barge consists of transportable pontoons hauled to the vicinity by trailer and set into the water with a boom truck for assembly with decking. The barge measures 24 feet long and 18 feet wide and requires about 18 inches of draft. Drills and support equipment are placed on the barge and moved into position for the drilling operation with a skiff. The barge is held in place by four fluke style anchors with individual winches. The other sediment coring vessel commonly used is a self maneuvering, shallow-draft pontoon boat measuring 30 feet long and eight feet wide, and draws about 24 inches of water. It uses a three-point anchoring system, two off of the bow and one off the stern. Deploying and retrieving anchors may generate a minor, localized increase in suspended sediment in the water column. The sampling vessels require a minimum water depth of about five feet for the expected sediment sampling depths.

The WSDOT Urban Corridors Office Archaeologist is assisting the Program team to ensure the project complies with Section 106 of the National Historic Preservation Act and with Stipulations of the Amended Statewide Programmatic Agreement for the Federal Highway-Aid Program among the Federal Highway Administration (FHWA), WSDOT, and the State Historic Preservation Officer (SHPO). An Unanticipated Discovery Plan (UDP) will be in place during the drilling and laboratory work to provide a notification protocol to follow should artifacts or

bones be observed by geologists in the samples. If and when such items are found, the geologists are to immediately notify Program management and the UCO Archaeologist to allow examination and a significance assessment to be made. A similar protocol has worked very effectively during previous borings by another UCO Program, the Alaskan Way Viaduct and Seawall Replacement Program.

Please notify Margaret Kucharski, WSDOT Environmental Lead, at (206) 770-3540 or [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov) if you have any comments or concerns about the sampling or if you have any further information needs in reviewing WSDOT's request. Receipt of your response by Wednesday, February 11th will be appreciated greatly so that we may meet our timeline. Thank you for your review.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Corridor Program

Enclosure

cc: Scott White, Permitting Lead SR520 Program, w/o enclosures  
Ken Juell, WSDOT, w/o enclosures  
Phillip Narte, WSDOT, w/o enclosures  
Margaret Kucharski, WSDOT, w/o enclosures  
Pete Jilek, FHWA, w/o enclosures  
Matthew Sterner, DAHP  
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January 23, 2009

Y-TSO  
ENV\_AGY(AGY)  
PE3020  
LTR # 754

Kris Miller, THPO  
Cultural Resources  
Skokomish Tribe  
North 80 Tribal Center Road  
Skokomish, WA 98584

Re: SR 520 Pontoon Construction Project  
Government-to-Government Consultation for Proposed Sediment Characterization Plan

Dear Ms. Miller:

This letter serves to notify the Skokomish Tribe of planned sediment sampling and characterization by the Washington State Department of Transportation (WSDOT), as part of the SR 520 Pontoon Construction Project. WSDOT is proposing a sediment sampling program that includes taking approximately nine to fifteen sediment samples at three site alternatives in Grays Harbor: a minimum of five samples from the Aberdeen Log Yard located in Aberdeen; a minimum of two samples from the Anderson - Middleton Property; and a minimum of two samples from IDD#1 both located in Hoquiam. Proposed sampling areas are shown in the attached figures. All samples would be taken in open water, within the proposed pontoon launch channel locations in the nearshore estuarine environment between the mean higher high water level (MHHW) and the existing navigation channel.

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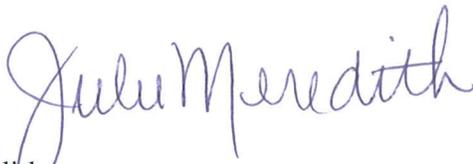
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Sincerely,



Julie Meredith  
Program Director  
SR 520 Corridor Program

Enclosure

cc: Scott White, Permitting Lead SR520 Program, w/o enclosures  
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Project File

Urban Corridors Office  
401 Second Avenue S., Suite 300  
Seattle, WA 98104  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

February 15, 2009

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

**Re: SR 520 Pontoon Construction Project  
Grays Harbor and Pierce Counties, Washington  
Area of Potential Effects (APE)**

Dear Dr. Brooks:

Per provisions of 36CFR800.3(a), the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) have established the SR 520 Pontoon Construction Project as a federal undertaking. This project will build concrete pontoons to enable immediate restoration of the floating section of the SR 520 Evergreen Point Floating Bridge in the event of a catastrophic failure. In the absence of catastrophic failure, stored pontoons eventually will replace existing ones in a new floating bridge across Lake Washington. This letter initiates Section 106 consultation with you and identifies the Area of Potential Effects (APE) for pontoon construction sites for this undertaking. Attached maps provide locations of the four sites and their associated truck haul routes.

## **Project Description and Alternative Pontoon Construction Sites**

Pontoons are the foundation of a floating bridge and can take several years to construct. They are large, hollow concrete structures designed to support the weight of the road, plus the cars, trucks and buses that use the bridge daily. The timely availability of new pontoons is a critical element of restoring the bridge for drivers and maintaining a critical link - the SR 520 corridor - to the region's transportation system and economy. If the SR 520 bridge failed, it could take several years to construct pontoons and restore the bridge for drivers.

Crews will construct and store pontoons until they were needed for a recovery effort. If the pontoons are not needed for emergency use, they would be used for the planned

replacement of the SR 520 bridge.

We plan to use an existing facility at the Port of Tacoma and currently are evaluating three alternative pontoon construction sites at Grays Harbor: the Industrial Development District #1 site (IDD#1), in Hoquiam; the Anderson & Middleton site, in Hoquiam; and the Aberdeen Log Yard, in Aberdeen.

### **IDD#1 Alternative**

This site is a 45-acre property in Hoquiam that is owned by the Port of Grays Harbor (the Port). It is located on the north shore of Grays Harbor at the mouth of the Hoquiam River (Township 17 North, Range 10 West, Sections 11 and 12). The IDD#1 site is bounded generally on the north by the Puget Sound & Pacific Railroad, on the east by the Hoquiam River, on the south by Grays Harbor, and on the west by an unnamed tidal inlet and the vacant Anderson & Middleton property. The site is currently undeveloped, with the exception of an existing City of Hoquiam pump station located at the northern edge of the property and a 10-foot-wide gravel access road around the perimeter of the property that sits atop a rock berm along the shoreline. The site is zoned for industrial use. Land use immediately to the north, east, and west is also zoned for industrial /manufacturing use.

The IDD#1 site historically supported a timber mill, fish processing activities, and a Depression-era shantytown, or Hooverville. Preliminary subsurface cultural resources field investigations have revealed no evidence of prehistoric cultural resources on the property (BOAS, Inc. 2007). A historic landform study for the property (BOAS, Inc. 2007) indicates that the property was consistently near-shore intertidal and subtidal during the entire Holocene Epoch or post-glacial time period. Lack of evidence for a subaerial landform on the property suggests it was not suitable for habitation by Native American populations prior to and after contact with Europeans and EuroAmericans.

The casting basin would sit approximately 200 feet landward of the shoreline and be connected to the water via a launch channel consisting of an excavated channel approximately 260 feet wide and 300 feet long, a breach in the shoreline rock berm, and a dredged channel approximately 260 feet wide extending approximately 160 feet offshore. Two reinforced floating concrete gates leading to each partitioned work area would allow each area to be independently flooded and dewatered and also control access to the launch channel.

### **Anderson & Middleton Alternative**

The Anderson & Middleton site lies directly west of the IDD#1 site on the north shore of Grays Harbor in Hoquiam (Township 17 North, Range 10 West, Section 11). The property is privately owned. Along most of its eastern boundary, the Anderson & Middleton site is separated from the IDD#1 site by a former mill pond tidal inlet. Earley Industrial Way runs along the northern boundary of the site, and the western boundary of

the site is wooded Port of Grays Harbor property and paved property owned by the Anderson & Middleton Company. The site is currently undeveloped except for an existing small office building on the northern edge of the property, dirt roads that traverse the margins and interior, and a paved area in the middle of the site remaining from its former use as a log storage facility. A rock berm borders the shoreline of this 105-acre site. Like IDD#1 next door, this property is covered with dredge spoils and historically was intertidal and subtidal estuary. The rail line that traverses the northern boundary of the property, as at IDD#1, is actually on a trestle (now buried) that was built in the upper intertidal zone. It likely also was unsuitable for habitation by Native Americans prior to and during the historic period.

The casting basin and support facilities would occupy about half of the acreage of the site. The remaining areas will be used for equipment and materials storage, or left undeveloped.

### **Aberdeen Log Yard Alternative**

The 44-acre Aberdeen Log Yard site lies on the north shore of the Chehalis River in Aberdeen, less than a half mile upstream from its confluence with the Grays Harbor estuary (Township 17 North, Range 9 West, Sections 8 and 17). This site currently is used for timber storage by Weyerhaeuser Corporation. The site is undeveloped except for a paved access road that leads onto the site from East Terminal Road on the west and State Street on the northwest, although concrete foundation pads are present that once supported buildings and platforms used for pulp production. The road meanders across the site around log piles. Immediately west of the site is paved Port of Grays Harbor property, while the City of Aberdeen wastewater treatment plant borders the eastern side of the site. Two sawmills operated on the site in the last century, but since 1971 the site has been used mostly for log storage. All the former sawmill-related structures were demolished. The rail line that borders the property on the north is either on the historic (c1859) waterfront or on a trestle in the upper intertidal zone. Before a sawmill was built on the site in the early 1900s, the Chehalis River shoreline remained far north of the present-day shoreline. Between 1971 and 1981 the shoreline was extended southward through by filling with sediments brought to the site from terrestrial sources, dredge spoils from the Chehalis River, and accumulated wood waste and other fill material.

### **CTC Site**

The project also plans to use an existing facility at Concrete Technology Corporation (CTC) in Tacoma to build at least one full size pontoon and up to 10 “flanker” pontoons. While the CTC facility may be equipped to handle construction of a limited number of pontoons, it does not have the capacity to produce all the needed pontoons in a timely manner. WSDOT recently used the CTC site for construction of the smaller Hood Canal Bridge Project pontoons. Using CTC and the new facility jointly will expedite pontoon construction.

The CTC facility is adjacent to the Blair Waterway on the eastern edge of Commencement Bay in Tacoma. The CTC pontoon construction site is located within an approximately 3-square-mile area of land zoned as a manufacture/industrial center within the city of Tacoma. The CTC site is a fully constructed facility within the industrial area. The CTC casting basin is approximately 470 feet long, 150 feet wide, and 19 feet deep. The floor of the basin sits about 1 foot below mean lower low water (MLLW), giving the facility a draft of about 13 feet at mean higher high water (MHHW).

Each build alternative of the proposed project will require using the existing small casting basin at the Concrete Technology Corporation (CTC) facility in Tacoma for pontoon construction while simultaneously developing a larger casting basin in the Grays Harbor area, where more pontoons can be produced in a shorter time frame than at the CTC site. WSDOT will construct up to 3 longitudinal pontoons and 10 smaller-sized ones referred to as “flanker” pontoons, or a permutation of longitudinal and flanker pontoons at the CTC facility, depending on the contractor’s preference for production efficiency. This will require approximately three construction cycles of 6 to 9 months and one gate-opening per cycle. During this period, WSDOT will develop the new Grays Harbor area casting basin for construction of 20 pontoons.

## **Area of Potential Effects (APE)**

The APE definition is intended to consider both direct effects to historic properties resulting from proposed construction of the casting basin and associated facilities, as well as potential indirect effects to historic properties near a construction site caused by noise, vibration, change of setting, or other factors.

The APE for the SR 520 Pontoon Construction Project includes the three alternative Grays Harbor construction sites and the existing CTC site in Tacoma (see attached maps), in order to assess potential direct effects to archaeological historic properties resulting from ground disturbance. The vertical dimension of the APE is confined to the proposed pontoon construction sites, and is defined as the area between the present ground surface and the maximum depth at which potential archeological sites might be found. Unlike most other WSDOT projects, the APE’s vertical aspect may not have to extend to the full depth of proposed construction. An important factor to consider is that all three Grays Harbor sites survived a very rigorous site-selection process that removed from consideration any site that had more than a very low probability of having a large, complex, and significant Native American residential site. Recent past experience suggested that adverse effects to such a site cannot be mitigated. Also, the project has a high priority for WSDOT, and thus is one that cannot be delayed any further by historic property preservation concerns.

Historically (since 1848), each site was in the near-shore intertidal and subtidal zone, with their highest reaches exposed during low tide but submerged at high tide. Such

settings are unlikely to contain substantive residential archaeological sites. The three alternative sites presently are located on landforms relatively recently created by secondary fill deposits- either river-channel dredge spoils and/or terrestrial sediment bodies that cover intertidal and subtidal mucks. Historic-period archeological sites may be present on the present surface or at stable interface surfaces between major fill episodes, but they likely wouldn't be a deterrent to site development. Thus the vertical dimension of the APE ultimately will be defined on the basis of early, scientifically sound investigations aimed at determining whether there is physical evidence for cosiesmic subsidence that would have converted the site from supratidal waterfront landform to an intertidal and subtidal one. Once subsidence can be confidently ruled out, it would not be necessary to extensively investigate the full vertical dimension of construction for archaeological resources.

The APE also includes a buffer zone around each of the four construction sites that extends outward to include one tax parcel or 200 feet, whichever is less, to consider potential indirect effects to built historic properties. Potential indirect effects also will be assessed to built historic resources along the identified truck haul routes associated with the Grays Harbor alternatives, between the alternative sites and either US Highway 101 for the Aberdeen site or US 109 for the two Hoquiam sites. The APE along the haul routes is defined as either one tax parcel or 200 feet, whichever is smaller, on both sides of the roadway. The APE terminates at the US highways because both are designated truck haul routes that are designed to withstand high volumes of truck traffic. No haul route is included for the existing CTC site because the entrance of the property is on an existing designated haul route. Because the CTC site is already a pontoon construction facility in an established industrial context, its use and function are not changing as a result of this undertaking, nor is truck traffic to and from the site projected to increase substantially.

All historic buildings, structures, sites, objects, and districts constructed prior to 1965 will be documented within the buffer zones surrounding the alternative construction sites and along the truck haul routes. Electronic copies of Historic Property Inventory Database forms will be prepared for all properties that have not been surveyed within the last five years. Any properties surveyed within the last five years will be re-photographed and checked in the field to verify condition and integrity. Database inventory forms will be updated as necessary.

Lastly, the APE will be expanded in the next few months to include at least one wetland mitigation site and one or more pontoon moorage locations on Grays Harbor. Potential wetland mitigation and moorage locations are many and still under investigation. Once selected, WSDOT will revise the definition of the APE and immediately inform your office. We anticipate that the vertical aspect of the APE will broaden to include the entire depth of ground disturbance based on the proposed design for each wetland mitigation site. It also will include the estuary/sea floor below the proposed moorage

locations. For both wetland mitigation and moorage sites, avoidance of adverse effects to historic properties will be assured.

Pontoon storage areas and wetland mitigation sites will also be included in this project. However, the location and design of these sites are still being developed. As more information becomes available on these project components, we will continue consultation with your office, which will include submittal of revised APE maps.

## **Request for Consultation and Concurrence with APE Definition**

Your response to this letter, acknowledging your interest in participating as a consulting party to this undertaking and concurring with the defined Area of Potential Effects (APE) is greatly appreciated. We look forward to your comments on the APE by March 19, 2009. We also are inviting comments on the proposed project from the identified concerned tribes, who include the Confederated Tribes of the Chehalis Reservation, Hoh Indian Tribe, Quileute Tribe, Quinault Indian Nation, Shoalwater Bay Tribe, and Skokomish Tribe. Should you have any questions about this project, you may contact me at 206-464-1236 or [juellk@wsdot.wa.gov](mailto:juellk@wsdot.wa.gov), or Connie Walker Gray at 206-716-1138 or [grayc@wsdot.wa.gov](mailto:grayc@wsdot.wa.gov).

Sincerely,



Kenneth E. Juell  
WSDOT Cultural Resources Specialist

Enclosure

cc:

Pete Jilek, Federal Highway Administration, attachments  
Sharon Love, Federal Highway Administration, attachments  
Sasha Visconty, WSDOT UCO Acting Environmental Services Director,  
w/o attachments  
Scott Williams, WSDOT Cultural Resources Program Manager, w/ attachments.  
Susan Haupt, WSDOT Project Environmental Manager, w/o attachments  
Connie Walker Gray, WSDOT Cultural Resources Specialist, w/o attachments  
Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments

February 23, 2009

LTR #770

Richard Bellon  
The Confederated Tribes of the Chehalis Reservation  
PO Box 536  
Oakville, WA 98568

**Re: SR 520 Pontoon Construction Project Area of Potential Effects (APE)**

Dear Mr. Bellon:

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

The purpose of the SR 520 Pontoon Construction Project is to build concrete pontoons to enable immediate restoration of the floating section of the SR 520 Evergreen Point Floating Bridge in the event of a catastrophic failure. In the absence of catastrophic failure, stored pontoons eventually will replace existing ones in a new floating bridge across Lake Washington. This letter and the enclosures identify the Area of Potential Effects (APE), as determined by WSDOT Cultural Resources Specialists Ken Juell and Connie Walker Gray, for pontoon construction sites for this undertaking. The enclosed maps provide locations of the four sites and their associated truck haul routes

### **Alternative Pontoon Construction Sites**

We plan to use an existing facility at the Port of Tacoma and currently are evaluating three alternative pontoon construction sites at Grays Harbor: the Industrial Development District #1 site (IDD#1), in Hoquiam; the Anderson & Middleton site, in Hoquiam; and the Aberdeen Log Yard, in Aberdeen.

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(Township 17 North, Range 10 West, Sections 11 and 12). The IDD#1 site is bounded generally on the north by the Puget Sound & Pacific Railroad, on the east by the Hoquiam River, on the south by Grays Harbor, and on the west by an unnamed tidal inlet and the vacant Anderson & Middleton property. The site is currently undeveloped, with the exception of an existing City of Hoquiam pump station located at the northern edge of the property and a 10-foot-wide gravel access road around the perimeter of the property that sits atop a rock berm along the shoreline. The site is zoned for industrial use. Land use immediately to the north, east, and west is also zoned for industrial /manufacturing use.

The IDD#1 site historically supported a timber mill, fish processing activities, and a Depression-era shantytown, or Hooverville. Preliminary subsurface cultural resources field investigations have revealed no evidence of prehistoric cultural resources on the property (BOAS, Inc. 2007). A historic landform study for the property (BOAS, Inc. 2007) indicates that the property was consistently near-shore intertidal and subtidal during the entire Holocene Epoch or post-glacial time period. Lack of evidence for a subaerial landform on the property suggests it was not suitable for habitation by Native American populations prior to and after contact with Europeans and EuroAmericans.

The casting basin would sit approximately 200 feet landward of the shoreline and be connected to the water via a launch channel consisting of an excavated channel approximately 260 feet wide and 300 feet long, a breach in the shoreline rock berm, and a dredged channel approximately 260 feet wide extending approximately 160 feet offshore.

Two reinforced floating concrete gates leading to each partitioned work area would allow each area to be independently flooded and dewatered and also control access to the launch channel.

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The casting basin and support facilities would occupy about half of the acreage of the site. The remaining areas will be used for equipment and materials storage, or left undeveloped.

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indirect effects to historic properties near a construction site caused by noise, vibration, change of setting, or other factors.

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Lastly, the APE will be expanded in the next few months to include at least one wetland mitigation site and one or more pontoon moorage locations on Grays Harbor. Potential wetland mitigation and moorage locations are many and still under investigation. Once selected, WSDOT will revise the definition of the APE and immediately inform you. We anticipate that the vertical aspect of the APE will broaden to include the entire depth of ground disturbance based on the

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proposed design for each wetland mitigation site. It also will include the estuary/sea floor below the proposed moorage locations. For both wetland mitigation and moorage sites, avoidance of adverse effects to historic properties will be assured.

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

Sincerely,



Julie Meredith  
Program Director  
SR 520 Corridor Program  
[MeredJL@wsdot.wa.gov](mailto:MeredJL@wsdot.wa.gov)

Enclosure

cc: Peter Jilek, Federal Highway Administration, w/o attachments  
Sharon Love, Federal Highway Administration, w/o attachments  
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Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments  
Matthew Sterner, DAHP, Transportation Archaeologist, w/o attachments

February 23, 2009

LTR #769

The Honorable Daki Fisher  
Hoh Indian Tribe  
PO Box 2196  
2464 Lower Hoh Rd.  
Forks, WA 98331

**Re: SR 520 Pontoon Construction Project Area of Potential Effects (APE)**

Dear Chairman Fisher:

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SR 520 Pontoon Construction Project  
February 23, 2009

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Julie Meredith  
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SR 520 Corridor Program  
[MeredJL@wsdot.wa.gov](mailto:MeredJL@wsdot.wa.gov)

Enclosure

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Matthew Sterner, DAHP, Transportation Archaeologist, w/o attachments  
Alexis Barry, Hoh Indian Tribe, w/ attachments

February 23, 2009

LTR #768

Walter Jackson  
Quileute Tribe  
PO Box 279  
La Push, WA 98350

**Re: SR 520 Pontoon Construction Project Area of Potential Effects (APE)**

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Each build alternative of the proposed project will require using the existing small casting basin at the Concrete Technology Corporation (CTC) facility in Tacoma for pontoon construction while simultaneously developing a larger casting basin in the Grays Harbor area, where more pontoons can be produced in a shorter time frame than at the CTC site.

WSDOT will construct up to 3 longitudinal pontoons and 10 smaller-sized ones referred to as “flanker” pontoons, or a permutation of longitudinal and flanker pontoons at the CTC facility, depending on the contractor’s preference for production efficiency. This will require approximately three construction cycles of 6 to 9 months and one gate-opening per cycle. During this period, WSDOT will develop the new Grays Harbor area casting basin for construction of 20 pontoons.

### Area of Potential Effects (APE)

The APE definition is intended to consider both direct effects to historic properties resulting from proposed construction of the casting basin and associated facilities, as well as potential

indirect effects to historic properties near a construction site caused by noise, vibration, change of setting, or other factors.

The APE for the SR 520 Pontoon Construction Project includes the three alternative Grays Harbor construction sites and the existing CTC site in Tacoma (see attached maps), in order to assess potential direct effects to archaeological historic properties resulting from ground disturbance. The vertical dimension of the APE is confined to the proposed pontoon construction sites, and is defined as the area between the present ground surface and the maximum depth at which potential archeological sites might be found. Unlike most other WSDOT projects, the APE's vertical aspect may not have to extend to the full depth of proposed construction. An important factor to consider is that all three Grays Harbor sites survived a very rigorous site-selection process that removed from consideration any site that had more than a very low probability of having a large, complex, and significant Native American residential site.

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The APE also includes a buffer zone around each of the four construction sites that extends outward to include one tax parcel or 200 feet, whichever is less, to consider potential indirect effects to built historic properties. Potential indirect effects also will be assessed to built historic resources along the identified truck haul routes associated with the Grays Harbor alternatives, between the alternative sites and either US Highway 101 for the Aberdeen site or US 109 for the two Hoquiam sites. The APE along the haul routes is defined as either one tax parcel or 200 feet, whichever is smaller, on both sides of the roadway. The APE terminates at the US highways because both are designated truck haul routes that are designed to withstand high volumes of truck traffic. No haul route is included for the existing CTC site because the entrance of the property is on an existing designated haul route. Because the CTC site is already a pontoon construction facility in an established industrial context, its use and function are not changing as a result of this undertaking, nor is truck traffic to and from the site projected to increase substantially. All historic buildings, structures, sites, objects, and districts constructed prior to 1965 will be documented within the buffer zones surrounding the alternative construction sites and along the truck haul routes.

Lastly, the APE will be expanded in the next few months to include at least one wetland mitigation site and one or more pontoon moorage locations on Grays Harbor. Potential wetland mitigation and moorage locations are many and still under investigation. Once selected, WSDOT will revise the definition of the APE and immediately inform you. We anticipate that the vertical

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aspect of the APE will broaden to include the entire depth of ground disturbance based on the proposed design for each wetland mitigation site. It also will include the estuary/sea floor below the proposed moorage locations. For both wetland mitigation and moorage sites, avoidance of adverse effects to historic properties will be assured.

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

Sincerely,



Julie Meredith  
Program Director  
SR 520 Corridor Program  
[MeredJL@wsdot.wa.gov](mailto:MeredJL@wsdot.wa.gov)

Enclosure

cc: Peter Jilek, Federal Highway Administration, w/o attachments  
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Phillip Narte, WSDOT WSF/520 Tribal Liaison, w/o attachments  
Margaret Kucharski, WSDOT 520 Environmental Lead, w/o attachments  
Matthew Sterner, DAHP, Transportation Archaeologist, w/o attachments

February 23, 2009

LTR #767

Justine James  
Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

**Re: SR 520 Pontoon Construction Project Area of Potential Effects (APE)**

Dear Mr. James:

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

The purpose of the SR 520 Pontoon Construction Project is to build concrete pontoons to enable immediate restoration of the floating section of the SR 520 Evergreen Point Floating Bridge in the event of a catastrophic failure. In the absence of catastrophic failure, stored pontoons eventually will replace existing ones in a new floating bridge across Lake Washington. This letter and the enclosures identify the Area of Potential Effects (APE), as determined by WSDOT Cultural Resources Specialists Ken Juell and Connie Walker Gray, for pontoon construction sites for this undertaking. The enclosed maps provide locations of the four sites and their associated truck haul routes

### Alternative Pontoon Construction Sites

We plan to use an existing facility at the Port of Tacoma and currently are evaluating three alternative pontoon construction sites at Grays Harbor: the Industrial Development District #1 site (IDD#1), in Hoquiam; the Anderson & Middleton site, in Hoquiam; and the Aberdeen Log Yard, in Aberdeen.

### IDD#1 Alternative

This site is a 45-acre property in Hoquiam that is owned by the Port of Grays Harbor (the Port). It is located on the north shore of Grays Harbor at the mouth of the Hoquiam River

(Township 17 North, Range 10 West, Sections 11 and 12). The IDD#1 site is bounded generally on the north by the Puget Sound & Pacific Railroad, on the east by the Hoquiam River, on the south by Grays Harbor, and on the west by an unnamed tidal inlet and the vacant Anderson & Middleton property. The site is currently undeveloped, with the exception of an existing City of Hoquiam pump station located at the northern edge of the property and a 10-foot-wide gravel access road around the perimeter of the property that sits atop a rock berm along the shoreline. The site is zoned for industrial use. Land use immediately to the north, east, and west is also zoned for industrial /manufacturing use.

The IDD#1 site historically supported a timber mill, fish processing activities, and a Depression-era shantytown, or Hooverville. Preliminary subsurface cultural resources field investigations have revealed no evidence of prehistoric cultural resources on the property (BOAS, Inc. 2007). A historic landform study for the property (BOAS, Inc. 2007) indicates that the property was consistently near-shore intertidal and subtidal during the entire Holocene Epoch or post-glacial time period. Lack of evidence for a subaerial landform on the property suggests it was not suitable for habitation by Native American populations prior to and after contact with Europeans and EuroAmericans.

The casting basin would sit approximately 200 feet landward of the shoreline and be connected to the water via a launch channel consisting of an excavated channel approximately 260 feet wide and 300 feet long, a breach in the shoreline rock berm, and a dredged channel approximately 260 feet wide extending approximately 160 feet offshore.

Two reinforced floating concrete gates leading to each partitioned work area would allow each area to be independently flooded and dewatered and also control access to the launch channel.

#### Anderson & Middleton Alternative

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The casting basin and support facilities would occupy about half of the acreage of the site. The remaining areas will be used for equipment and materials storage, or left undeveloped.

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Aberdeen, less than a half mile upstream from its confluence with the Grays Harbor estuary (Township 17 North, Range 9 West, Sections 8 and 17). This site currently is used for timber storage by Weyerhaeuser Corporation. The site is undeveloped except for a paved access road that leads onto the site from East Terminal Road on the west and State Street on the northwest, although concrete foundation pads are present that once supported buildings and platforms used for pulp production. The road meanders across the site around log piles. Immediately west of the site is paved Port of Grays Harbor property, while the City of Aberdeen wastewater treatment plant borders the eastern side of the site. Two sawmills operated on the site in the last century, but since 1971 the site has been used mostly for log storage. All the former sawmill-related structures were demolished. The rail line that borders the property on the north is either on the historic (c1859) waterfront or on a trestle in the upper intertidal zone. Before a sawmill was built on the site in the early 1900s, the Chehalis River shoreline remained far north of the present-day shoreline. Between 1971 and 1981 the shoreline was extended southward through by filling with sediments brought to the site from terrestrial sources, dredge spoils from the Chehalis River, and accumulated wood waste and other fill material.

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

February 23, 2009

LTR #766

Earl Davis  
Shoalwater Bay Tribe  
PO Box 130  
Tokeland, WA 98590

**Re: SR 520 Pontoon Construction Project Area of Potential Effects (APE)**

Dear Mr. Davis:

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Sincerely,



Julie Meredith  
Program Director  
SR 520 Corridor Program  
[MeredJL@wsdot.wa.gov](mailto:MeredJL@wsdot.wa.gov)

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February 23, 2009

LTR #765

Kris Miller  
Skokomish Tribe  
North 80 Tribal Center Road  
Skokomish, WA 98584

**Re: SR 520 Pontoon Construction Project Area of Potential Effects (APE)**

Dear Ms. Miller:

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(Township 17 North, Range 10 West, Sections 11 and 12). The IDD#1 site is bounded generally on the north by the Puget Sound & Pacific Railroad, on the east by the Hoquiam River, on the south by Grays Harbor, and on the west by an unnamed tidal inlet and the vacant Anderson & Middleton property. The site is currently undeveloped, with the exception of an existing City of Hoquiam pump station located at the northern edge of the property and a 10-foot-wide gravel access road around the perimeter of the property that sits atop a rock berm along the shoreline. The site is zoned for industrial use. Land use immediately to the north, east, and west is also zoned for industrial /manufacturing use.

The IDD#1 site historically supported a timber mill, fish processing activities, and a Depression-era shantytown, or Hooverville. Preliminary subsurface cultural resources field investigations have revealed no evidence of prehistoric cultural resources on the property (BOAS, Inc. 2007). A historic landform study for the property (BOAS, Inc. 2007) indicates that the property was consistently near-shore intertidal and subtidal during the entire Holocene Epoch or post-glacial time period. Lack of evidence for a subaerial landform on the property suggests it was not suitable for habitation by Native American populations prior to and after contact with Europeans and EuroAmericans.

The casting basin would sit approximately 200 feet landward of the shoreline and be connected to the water via a launch channel consisting of an excavated channel approximately 260 feet wide and 300 feet long, a breach in the shoreline rock berm, and a dredged channel approximately 260 feet wide extending approximately 160 feet offshore.

Two reinforced floating concrete gates leading to each partitioned work area would allow each area to be independently flooded and dewatered and also control access to the launch channel.

#### Anderson & Middleton Alternative

The Anderson & Middleton site lies directly west of the IDD#1 site on the north shore of Grays Harbor in Hoquiam (Township 17 North, Range 10 West, Section 11). The property is privately owned. Along most of its eastern boundary, the Anderson & Middleton site is separated from the IDD#1 site by a former mill pond tidal inlet. Earley Industrial Way runs along the northern boundary of the site, and the western boundary of the site is wooded Port of Grays Harbor property and paved property owned by the Anderson & Middleton Company. The site is currently undeveloped except for an existing small office building on the northern edge of the property, dirt roads that traverse the margins and interior, and a paved area in the middle of the site remaining from its former use as a log storage facility. A rock berm borders the shoreline of this 105-acre site. Like IDD#1 next door, this property is covered with dredge spoils and historically was intertidal and subtidal estuary. The rail line that traverses the northern boundary of the property, as at IDD#1, is actually on a trestle (now buried) that was built in the upper intertidal zone. It likely also was unsuitable for habitation by Native Americans prior to and during the historic period.

The casting basin and support facilities would occupy about half of the acreage of the site. The remaining areas will be used for equipment and materials storage, or left undeveloped.

#### Aberdeen Log Yard Alternative

The 44-acre Aberdeen Log Yard site lies on the north shore of the Chehalis River in

Aberdeen, less than a half mile upstream from its confluence with the Grays Harbor estuary (Township 17 North, Range 9 West, Sections 8 and 17). This site currently is used for timber storage by Weyerhaeuser Corporation. The site is undeveloped except for a paved access road that leads onto the site from East Terminal Road on the west and State Street on the northwest, although concrete foundation pads are present that once supported buildings and platforms used for pulp production. The road meanders across the site around log piles. Immediately west of the site is paved Port of Grays Harbor property, while the City of Aberdeen wastewater treatment plant borders the eastern side of the site. Two sawmills operated on the site in the last century, but since 1971 the site has been used mostly for log storage. All the former sawmill-related structures were demolished. The rail line that borders the property on the north is either on the historic (c1859) waterfront or on a trestle in the upper intertidal zone. Before a sawmill was built on the site in the early 1900s, the Chehalis River shoreline remained far north of the present-day shoreline. Between 1971 and 1981 the shoreline was extended southward through by filling with sediments brought to the site from terrestrial sources, dredge spoils from the Chehalis River, and accumulated wood waste and other fill material.

#### Concrete Technology Corporation (CTC) Site

The project also plans to use an existing facility at Concrete Technology Corporation (CTC) in Tacoma to build at least one full size pontoon and up to 10 “flanker” pontoons.

While the CTC facility may be equipped to handle construction of a limited number of pontoons, it does not have the capacity to produce all the needed pontoons in a timely manner. WSDOT recently used the CTC site for construction of the smaller Hood Canal

Bridge Project pontoons. Using CTC and the new facility jointly will expedite pontoon construction.

The CTC facility is adjacent to the Blair Waterway on the eastern edge of Commencement Bay in Tacoma. The CTC pontoon construction site is located within an approximately 3-square-mile area of land zoned as a manufacture/industrial center within the city of Tacoma. The CTC site is a fully constructed facility within the industrial area.

The CTC casting basin is approximately 470 feet long, 150 feet wide, and 19 feet deep.

The floor of the basin sits about 1 foot below mean lower low water (MLLW), giving the facility a draft of about 13 feet at mean higher high water (MHHW).

Each build alternative of the proposed project will require using the existing small casting basin at the Concrete Technology Corporation (CTC) facility in Tacoma for pontoon construction while simultaneously developing a larger casting basin in the Grays Harbor area, where more pontoons can be produced in a shorter time frame than at the CTC site.

WSDOT will construct up to 3 longitudinal pontoons and 10 smaller-sized ones referred to as “flanker” pontoons, or a permutation of longitudinal and flanker pontoons at the CTC facility, depending on the contractor’s preference for production efficiency. This will require approximately three construction cycles of 6 to 9 months and one gate-opening per cycle. During this period, WSDOT will develop the new Grays Harbor area casting basin for construction of 20 pontoons.

### **Area of Potential Effects (APE)**

The APE definition is intended to consider both direct effects to historic properties resulting from proposed construction of the casting basin and associated facilities, as well as potential indirect effects to historic properties near a construction site caused by noise, vibration, change of setting, or other factors.

The APE for the SR 520 Pontoon Construction Project includes the three alternative Grays Harbor construction sites and the existing CTC site in Tacoma (see attached maps), in order to assess potential direct effects to archaeological historic properties resulting from ground disturbance. The vertical dimension of the APE is confined to the proposed pontoon construction sites, and is defined as the area between the present ground surface and the maximum depth at which potential archeological sites might be found. Unlike most other WSDOT projects, the APE's vertical aspect may not have to extend to the full depth of proposed construction. An important factor to consider is that all three Grays Harbor sites survived a very rigorous site-selection process that removed from consideration any site that had more than a very low probability of having a large, complex, and significant Native American residential site.

Historically (since 1848), each site was in the near-shore intertidal and subtidal zone, with their highest reaches exposed during low tide but submerged at high tide. Such settings are unlikely to contain substantive residential archaeological sites. The three alternative sites presently are located on landforms relatively recently created by secondary fill deposits- either river-channel dredge spoils and/or terrestrial sediment bodies that cover intertidal and subtidal mucks. Historic-period archeological sites may be present on the present surface or at stable interface surfaces between major fill episodes, but they likely wouldn't be a deterrent to site development. Thus the vertical dimension of the APE ultimately will be defined on the basis of early, scientifically sound investigations, in consultation with interested tribes and DAHP, aimed at determining whether there is physical evidence for cosiesmic subsidence that would have converted the site from supratidal waterfront landform to an intertidal and subtidal one. Once subsidence can be confidently ruled out, it would not be necessary to extensively investigate the full vertical dimension of construction for archaeological resources.

The APE also includes a buffer zone around each of the four construction sites that extends outward to include one tax parcel or 200 feet, whichever is less, to consider potential indirect effects to built historic properties. Potential indirect effects also will be assessed to built historic resources along the identified truck haul routes associated with the Grays Harbor alternatives, between the alternative sites and either US Highway 101 for the Aberdeen site or US 109 for the two Hoquiam sites. The APE along the haul routes is defined as either one tax parcel or 200 feet, whichever is smaller, on both sides of the roadway. The APE terminates at the US highways because both are designated truck haul routes that are designed to withstand high volumes of truck traffic. No haul route is included for the existing CTC site because the entrance of the property is on an existing designated haul route. Because the CTC site is already a pontoon construction facility in an established industrial context, its use and function are not changing as a result of this undertaking, nor is truck traffic to and from the site projected to increase substantially. All historic buildings, structures, sites, objects, and districts constructed prior to 1965 will be documented within the buffer zones surrounding the alternative construction sites and along the truck haul routes.

SR 520 Pontoon Construction Project  
February 23, 2009

Lastly, the APE will be expanded in the next few months to include at least one wetland mitigation site and one or more pontoon moorage locations on Grays Harbor. Potential wetland mitigation and moorage locations are many and still under investigation. Once selected, WSDOT will revise the definition of the APE and immediately inform you. We anticipate that the vertical aspect of the APE will broaden to include the entire depth of ground disturbance based on the proposed design for each wetland mitigation site. It also will include the estuary/sea floor below the proposed moorage locations. For both wetland mitigation and moorage sites, avoidance of adverse effects to historic properties will be assured.

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

Sincerely,



Julie Meredith  
Program Director  
SR 520 Corridor Program  
[MeredJL@wsdot.wa.gov](mailto:MeredJL@wsdot.wa.gov)

Enclosure

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



STATE OF WASHINGTON  
**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

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March 12, 2009

Mr. Ken Juell  
Cultural Resource Specialist  
Washington State Department of Transportation  
Northwest Washington Division  
Urban Corridors Office  
401 Second Avenue South, Suite 560  
Seattle, Washington 98104-3850

In future correspondence please refer to:

Log: 122107-37-FHWA  
Property: SR 520, Pontoon Construction Project  
Re: Archaeology - APE Concur

Dear Mr. Juell:

We have reviewed the materials forwarded to our office for the above referenced project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

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

Sincerely,

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



**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

*Protect the Past. Shape the Future*



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Paula J. Hammond, P.E.  
Secretary of Transportation

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April 3, 2009

President Fawn Sharp  
Quinault Indian Nation  
PO Box 189  
Taholah, WA 98587

LTR # 807  
ENV\_AGY(AGY)  
PE0302

**Re: SR 520 Pontoon Construction Project**

Dear President Sharp:

The Washington State Department of Transportation (WSDOT) would like to offer congratulations to you and the newly elected members of the Quinault Indian Nation Business Committee.

WSDOT and the Federal Highway Administration (FHWA) have been in government-to-government consultation with members of your staff on the State Route (SR) 520 Pontoon Construction Project. WSDOT and the Federal Highway Administration (FHWA) appreciate the Quinault Indian Nation's continued consultation on Section 106 of the National Historic Preservation Act, participation in the Pontoon Construction Project Agency Coordination Team (PCPACT), and input on environmental issues of tribal concern. The participation of the Quinault Indian Nation for the SR 520 Pontoon Construction Project is much needed and gratefully appreciated.

WSDOT's current efforts have been focused on gathering information that will help inform the identification of a preferred alternative site for pontoon construction, and we appreciate the time and input that the staff of the Quinault Indian Nation provided at our meetings. The last two remaining sites under consideration are the Anderson & Middleton property in Hoquiam and the Aberdeen Log Yard in Aberdeen.

As both of these properties are located in Grays Harbor and are within the federally adjudicated treaty fishing area of the Quinault Indian Nation, we would like to schedule another technical meeting with tribal staff, including Ed Johnstone, Fisheries Policy Spokesperson, to discuss any outstanding site-specific issues of concern prior to identification of a preferred alternative site. We will be in contact with your staff about scheduling that meeting for the week of April 13<sup>th</sup>.

SR 520 Pontoon Construction Project  
April 2, 2009  
Page 2 of 2

We anticipate identifying the preferred alternative this May, and per the tribal staff's request, we will inform the Quinault Indian Nation of the preferred alternative identification prior to a public announcement.

We are hoping that a government-to-government meeting in early May will work for you and the other members of the Quinault Indian Nation Business Committee to further discuss this project and to get your approval of the appropriate Quinault staff that you would like WSDOT to continue working with as we proceed with further analysis and design of the preferred alternative. As advised by tribal staff, we understand that this meeting would also be an appropriate time to begin discussing Usual and Accustomed fishing, hunting, and gathering issues.

If you have any questions, please feel free to contact me at 206-770-3586 or [meredjl@wsdot.wa.gov](mailto:meredjl@wsdot.wa.gov). Margaret Kucharski, WSDOT/SR 520 Environmental Lead, will communicate with your staff and Latosha Underwood, Quinault Indian Nation, Business Committee Secretary about appropriate attendees and availability, Margaret's contact information is as follows: 206-770-3540 or [kucharm@wsdot.wa.gov](mailto:kucharm@wsdot.wa.gov).

Thank you for your continued participation, and I look forward to meeting you in future government-to-government consultation with the Quinault Indian Nation.

Sincerely,



Julie Meredith  
Program Director  
SR 520 Corridor Program

cc: Randy Everett, Federal Highway Administration  
Allyson Brooks, State Historic Preservation Officer  
Andrew Mail, Quinault Indian Nation, Vice Chair  
Larry Ralston, Quinault Indian Nation, Treasurer  
Latosha Underwood, Quinault Indian Nation, Secretary  
Constance Wilson, Quinault Indian Nation, 1st councilmen  
James Sellers, Quinault Indian Nation, 2nd councilmen  
Donald Waugh Jr., Quinault Indian Nation, 3rd councilmen  
Richard L. Underwood Jr., Quinault Indian Nation, 4th councilmen  
James DelaCruz, Quinault Indian Nation, 5th councilmen  
Phillip E. Martin Sr., Quinault Indian Nation, 6th councilmen  
Sandra Wells-Kalama, Quinault Indian Nation, 7th councilmen  
Ed Johnstone, Quinault Indian Nation, Fisheries Policy Spokesperson  
Justine James, Quinault Indian Nation, Cultural Resources  
Jim Jorgensen, Quinault Indian Nation, Fish Biologist  
Larry Gilbertson, Quinault Indian Nation, Senior Research Scientist  
Mark Mobbs, Quinault Indian Nation, Environmental Programs  
Phillip Narte, WSDOT WSF/520 Tribal Liaison  
Margaret Kucharski, WSDOT 520 Environmental Lead  
Megan Beeby, WSDOT Tribal Liaison