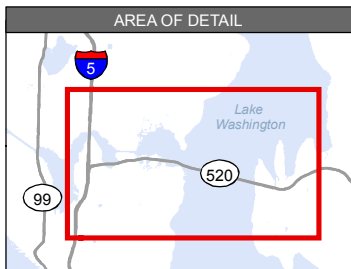
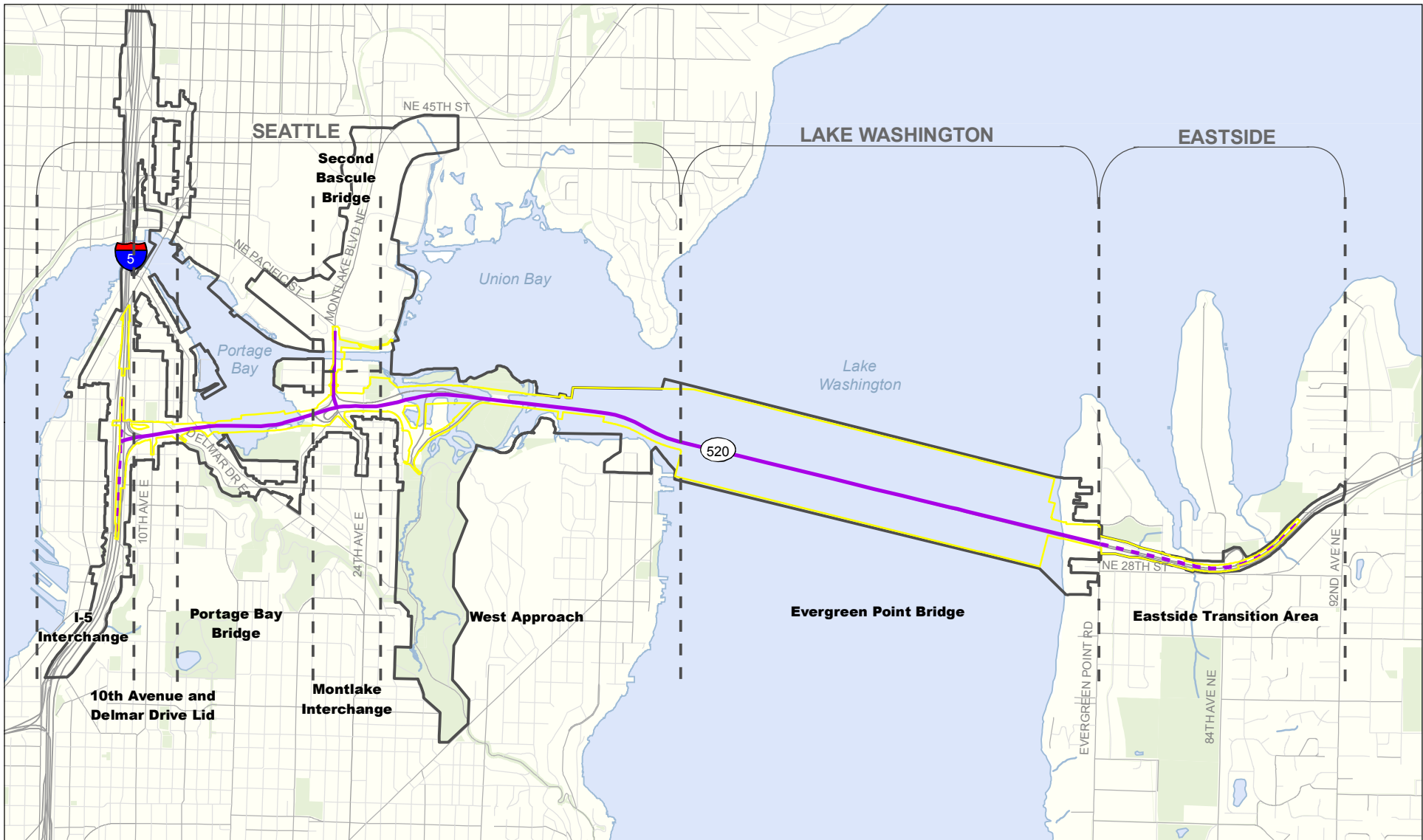
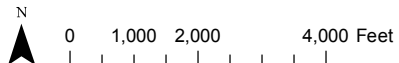


APPENDIX A

Area of Potential Effects and Geographic
Study Areas for the SR 520, I-5 to Medina:
Bridge Replacement and HOV Project



- Limits of Construction
- Area of Potential Effects
- Project Extent
- Limited Improvement
- Stream
- Park



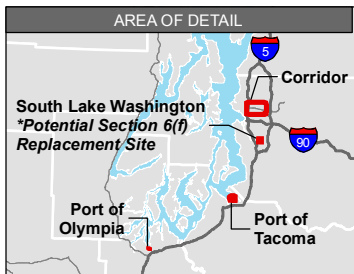
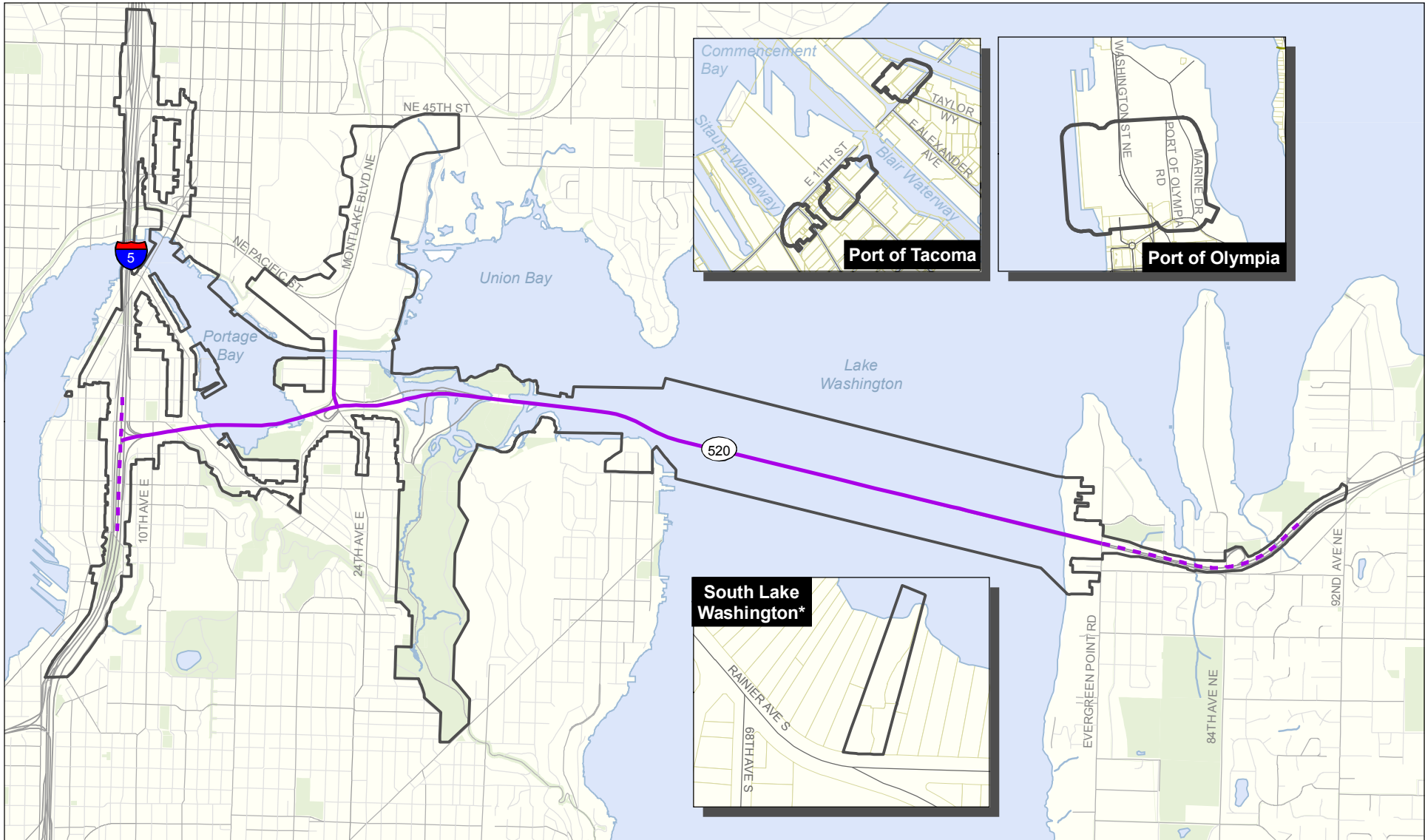
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Area of Potential Effects and Geographic Study Areas

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

APPENDIX B

Area of Potential Effects for SR 520, I-5 to
Medina: Bridge Replacement and HOV
Project



- Project Extent
- - - Limited Improvement
- Area of Potential Effects
- Park



Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Area of Potential Effects for the SR 520, I-5 to Medina Bridge Replacement and HOV Project

APPENDIX C

Historic Properties Whose Integrity Would
Be Temporarily or Permanently Diminished

APPENDIX C

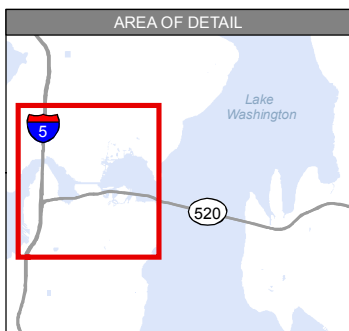
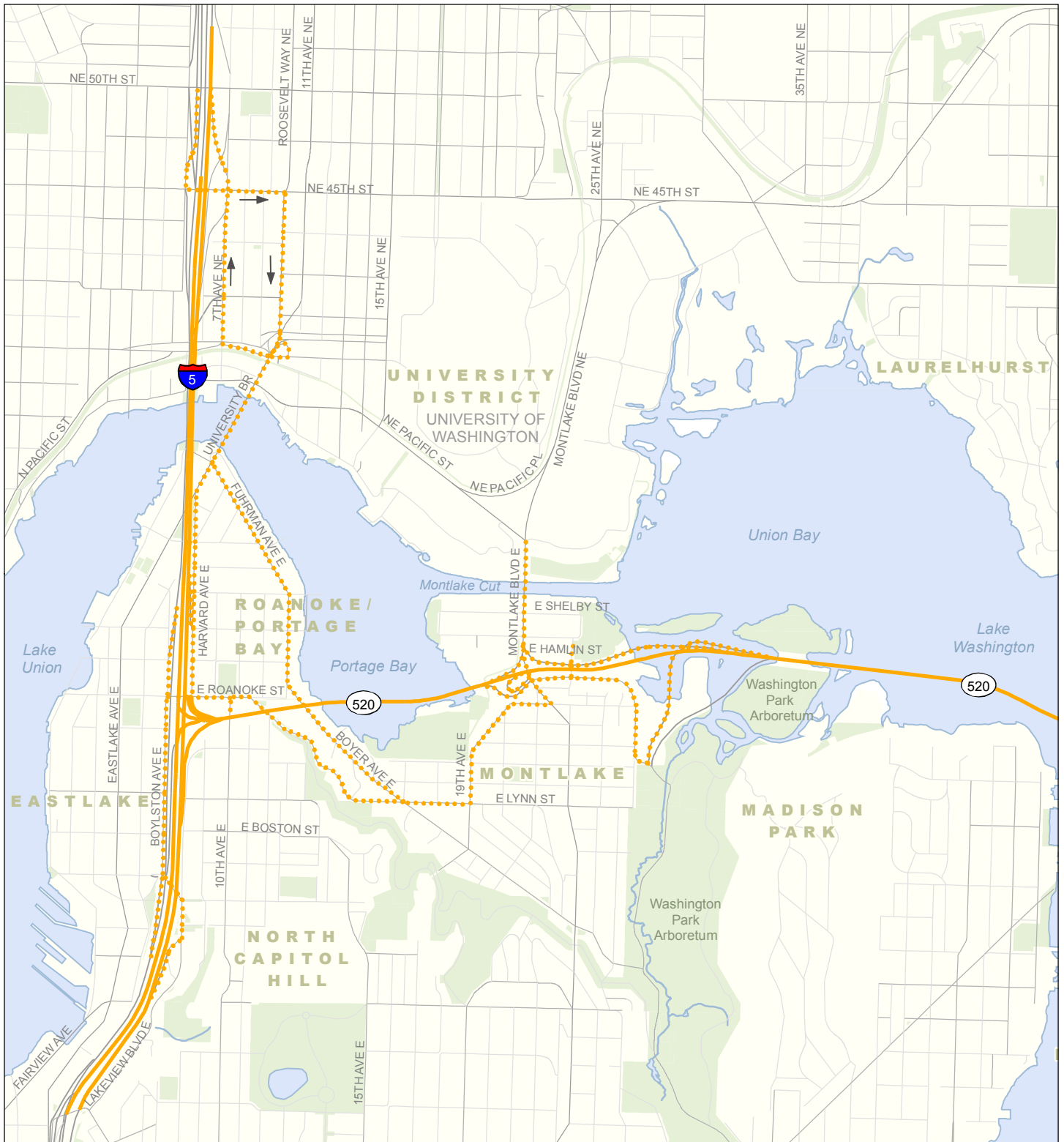
Historic Properties Whose Integrity would be Temporarily or Permanently Diminished¹

Property ID	Historic Property
Multiple	All historic properties in the APE along construction haul routes
4, 10, 20, 23, 22, 25, 26, 27, 36, 39, 45, 48, 52	Chung House, Denny-Fuhrman (Seward) School, Talder House, Sugamura House, East Miller Condominium, Wicklund-Jarr House, Glover Homes Building, Keuss Building, Fire Station #22, Gunby House, Boyd House, Mason House, and Kelley House
37	Roanoke Park Historic District (80 contributing properties)
55	Seattle Yacht Club
56	NOAA Northwest Fisheries Science Center
54	Montlake Bridge
238	Montlake Historic District (154 contributing properties within the APE)
200	Foster Island Traditional Cultural Property
202	Governor Albert D. Rosellini (Evergreen Point) Bridge
203	Canoe House

¹ Adapted from Exhibit 6-2 of the Section 106 technical report, p. 6-24.

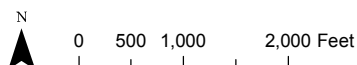
APPENDIX D

Potential Haul Routes for the SR 520, I-5 to
Medina: Bridge Replacement and HOV
Project – Seattle



- Potential Primary Haul Route
- ⋯ Potential Secondary Haul Route

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



Potential Haul Routes - Seattle

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

APPENDIX E

Standards and Guidance Referenced in the
Section 106 Programmatic Agreement for
the SR 520, I-5 to Medina: Bridge
Replacement and HOV Project

APPENDIX E

Standards and Guidance Referenced in the SR 520, I-5 to Medina Bridge Replacement and HOV Project–Section 106 Programmatic Agreement

1. For the programmatic agreement among FHWA, ACHP, WSDOT, and DAHP implementing the Federal-aid Highway program in Washington State, see <http://www.wsdot.wa.gov/NR/rdonlyres/4F43B21C-AACC-460B-8BC3-A2A72C920801/0/Section106PA.pdf>.
2. For information on crime prevention through environmental design (CPTED), see <http://www.seattle.gov/police/prevention/Neighborhood/CPTED.htm>.
3. For Seattle Parks and Recreation Olmsted Park Furniture Standards, see <http://www.wsdot.wa.gov/NR/rdonlyres/5DB59ABE-FF08-47E6-8B1C-85465EDAD5EE/0/2003OlmstedParkFurnitureStandards.pdf>
4. For DAHP recordation standards for structures, see www.dahp.wa.gov/pages/Documents/documents/MitigationDocumentationStandards.pdf.
5. For the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, see <http://www.cr.nps.gov/hps/tps/standguide/>.
6. For information about context-sensitive solutions in transportation planning, see <http://www.fhwa.dot.gov/context/index.cfm>.
7. For City of Seattle standards about street trees, see the Seattle Right of Way Manual, http://www.seattle.gov/transportation/rowmanual/manual/4_14.asp.
8. For WSDOT *Standards Specifications Manual*, see <http://www.wsdot.wa.gov/publications/manuals/M41-10.htm>
9. For WSDOT revegetation standards, see the WSDOT Roadside and Site Development web page, <http://www.wsdot.wa.gov/Design/Roadside/>. See also <http://www.wsdot.wa.gov/Maintenance/Roadside/vegetation.htm>.

10. For DAHP guidelines on archaeological data collection, see http://www.dahp.wa.gov/pages/Documents/documents/ExternalFINAL_001.pdf.
11. For WSDOT's Unanticipated Discovery Plan (UDP), *Plan and Procedures for the Unanticipated Discovery of Cultural Resources and Human Skeletal Remains*, see <http://www.wsdot.wa.gov/NR/rdonlyres/4A942436-C459-4DA9-9868-5CE63A15111D/0/DiscoveryFormTemplate.doc>.
12. For City of Seattle requirements concerning noise variances, see <http://web1.seattle.gov/dpd/dirrulesviewer/Rule.aspx?id=3-2009>.
13. For WSDOT policy and procedures on consultation about noise walls, see <http://www.wsdot.wa.gov/NR/rdonlyres/26528ACC-7437-427C-BE81-F6FFA9C3BFD2/0/WSDOTNoisePolicy.pdf>.
14. For WSDOT *Environmental Procedures Manual*, see <http://www.wsdot.wa.gov/Publications/Manuals/M31-11.htm>.
15. For WSDOT “*No idle and fuel conservation policy*” see <http://www.wsdot.wa.gov/NR/rdonlyres/B3967846-067B-4E14-B2E9-76F619AB52A4/0/NoIdlePolicy.pdf>
16. For WSDOT environmental compliance assurance guidance, see <http://www.wsdot.wa.gov/Environment/Compliance/ComplianceGuidance.htm>.

APPENDIX F

Section 106 Programmatic Agreement
Implementation Matrix for the SR 520, I-5 to
Medina Project: Bridge Replacement and
HOV Project

APPENDIX F

Section 106 Programmatic Agreement Implementation Matrix

This appendix describes how the Section 106 Programmatic Agreement (PA) will be implemented by identifying relevant information associated with individual commitments. The implementation matrix is a tool to help WSDOT and concurring parties track how the PA commitments will be implemented. The matrix will be a “living document,” as it will be based on current information and updated over time to reflect new information and Project developments. An updated matrix will be provided at each PA monitoring meeting held with concurring parties per stipulation XII. Please note that tribal commitments will be tracked separately from this implementation matrix.

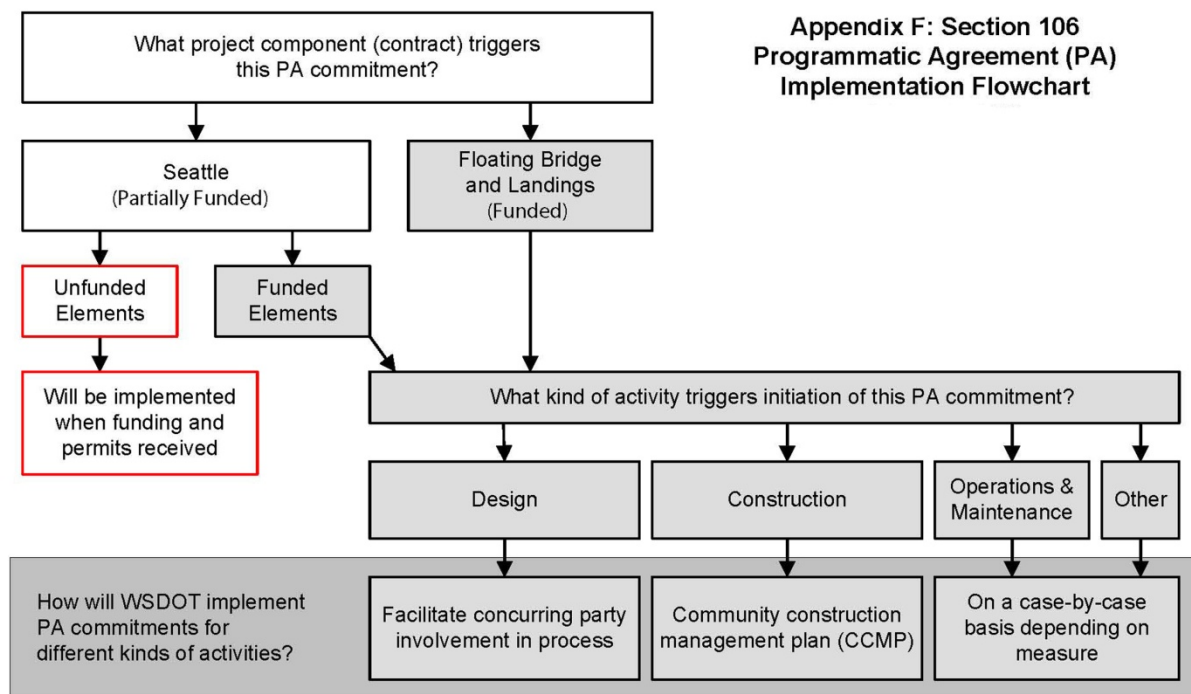
The implementation matrix provides information under the following column headers:

- **ID#:** References the corresponding commitment within the text of the PA.
- **Commitment:** Provides the relevant text of the commitment from the PA. (The PA commitment may not be included in its entirety to keep the matrix as concise as possible.)
- **Contract:** Lists which Project component will trigger this commitment. Currently, the matrix lists three options:
 - All: The commitment would apply to the entire SR 520, I-5 to Medina Project corridor.
 - FB&L: The commitment would be triggered by the *SR 520 Evergreen Point Bridge and Landings Project* construction contract.
 - Seattle: The commitment would only be triggered by work completed for the portion of the SR 520 corridor between I-5 and the west connection to the floating bridge. As funding becomes available, the Seattle portion of the Project may be further broken out.
- **Commitment Initiation:** Lists the general kind of activity that will trigger this PA commitment (design, construction, operations and maintenance, and/or other).
- **Commitment Completion:** Lists the status of a particular commitment, or the anticipated completion date based on current information.

- **Partners:** Some commitments require involvement from other agencies, groups, and/or stakeholders. These parties are listed in this column. Note that some commitments may be met through processes open to the public.
- **Notes:** Additional relevant information pertaining to the commitment.

Example: Referring to the first line of the matrix, one would learn that stipulation I.A (preparing Historic American Engineering Record documentation) will be triggered by the Evergreen Point Bridge Project component, is currently in progress, and does not require the involvement of other partners to complete.

The corresponding *Section 106 Programmatic Agreement Implementation Flowchart*, provided on the next page, is an overview of the implementation process that the matrix is designed to track.



ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
I. Evergreen Point Bridge						
A.	Prepare Level II Historic American Engineering Record (HAER) documentation of the Evergreen Point Bridge, including photographs, reproductions of selected as-built drawings, and a written history.	FB&L	In process	Summer 2011	National Park Service	
B.	Provide this documentation to DAHP and to the National Park Service Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) program	FB&L	In process	Summer 2011		Copies being provided to the Museum of History and Industry (MOHAI), the Eastside Heritage Center and Seattle Yacht Club.
C.	Include a summary of the documentation collected in stipulation I.A. and a selection of the photos on the interpretive website proposed in stipulation VII.I.	FB&L	Design	within 6 months of construction beginning		
II. West Approach						
A.	Treatment Plan for the Foster Island Traditional Cultural Property	All	In process	August 2011		
1.	Consult, develop and implement a treatment plan to resolve adverse effects of the Project on the Foster Island Traditional Cultural Property.				USACE, DAHP, affected tribes, FHWA	
2.	The specific resolution measures in the Foster Island treatment plan will be determined through consultation. These may include, but are not limited to, the measures identified below.				USACE, DAHP, affected tribes, FHWA	Agreed-upon measures may be carried forward through one or more government-to-government agreements negotiated and executed prior to initiation of Project construction on Foster Island.
a.	Preparation of a comprehensive ethnographic report addressing the SR 520 corridor and environs to provide the historic context for Foster Island.					
i.	The contractor for the above-referenced comprehensive report would be approved by the affected tribes;					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
ii.	Scope of the above contract would be approved by the affected tribes.					
iii.	Parties responsible for execution of the above contract would be approved by the affected tribes.					
b.	Consultation with the Arboretum Botanical Garden Committee (ABGC) and the affected tribes on a planting plan.				ABGC, affected tribes	
i.	Re-vegetate WSDOT right-of-way on Foster Island with native vegetation of ethnobotanical significance to affected tribes. The WSDOT contracted plant establishment period would extend for a period of years to be determined through consultation.					
ii.	Planting materials would be selected from an ethnobotanical list provided by the Muckleshoot Indian Tribe;					
iii.	Planting materials would be consistent with historic and documentary research performed as part of the ethnographic study (as referenced in stipulation II.A.2.a.) identifying types of vegetation present on Foster Island historically, in so far as possible.					
c.	A public interpretation program related to the history and prehistory of the Project area.					
d.	A GIS product incorporating data from the <i>Geomorphology and Shoreline History of Lake Washington, Union Bay, and Portage Bay Study</i> (2011) conducted by WSDOT.					
e.	Consult to make provisions for a culturally appropriate ceremony at Foster Island prior to construction.				ABGC, other stakeholders as appropriate	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
f.	Consult to make provisions for landscaping in a designated area within the Arboretum for future ceremonies.				ABGC, other stakeholders as appropriate	
g.	Remove Active Traffic Management System equipment on Foster Island installed in 2010					
3.	Ensure that the treatment plan is in completed prior to commencement of Project construction on Foster Island.				FHWA	
4.	The treatment plan will indicate which measures must be completed prior to commencement of construction and which may be completed over a longer, but specified, term.					
B.	Develop an aesthetic design for the West Approach and surrounding area.	Seattle	Design (Urban)	prior to 100% design	ABGC, affected tribes, homeowners in surrounding areas, Friends of Seattle's Olmsted Parks, Madison Park Community Council, Montlake Community Club, DAHP	The design will incorporate mechanisms of crime prevention through environmental design (CPTED) (see Appendix E, number 2).
C.	Develop a landscape design, including grading and planting, within the WSDOT peninsula and current ramp locations.	Seattle	Design (Urban)	prior to 100% design	ABGC, affected tribes, homeowners in surrounding areas, Friends of Seattle's Olmsted Parks	The design may include habitat and wetland restoration and enhancement projects as appropriate.
D.	Facilitate consultation between the affected tribes and ABGC and other stakeholders concerning landscape planning and management of Foster Island as needed.	Seattle	In process	prior to 100% design	ABGC, affected tribes	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
E.	Use quieter concrete pavement on the west approach structure, monitor the quieter concrete pavement for safety every two years and monitor the quieter concrete for noise performance at least quarterly over a period of four years.	All	Design / Construction	four years after completion of construction	concurring parties	Results of the quieter concrete pavement noise monitoring throughout the corridor will be provided to concurring parties to this Agreement at the meetings described in stipulation XII.
F.	Place sound-absorptive material on the inside face of the currently planned 4-foot barriers along the west approach structure.	Seattle	Design / Construction	upon completion of construction		
G.	Consult about design and location for plantings to create visual buffers between Lake Washington Boulevard East residences and the west approach structure beyond the eastern edge of the Montlake lid.	Seattle	Design (Urban)	prior to 100% design	affected property owners, ABGC, DAHP	This is part of planning for the WSDOT peninsula once the SR 520 ramps are removed.
III. Montlake Interchange						
A.	Montlake Boulevard and Lake Washington Boulevard					
1.	Consult about the final design for changes to Lake Washington Boulevard necessitated by the Project.	Seattle	Design (Urban)	prior to 100% design	SDOT, DAHP, concurring parties, affected property owners	
2.	To the maximum extent practicable, ensure that changes to Lake Washington Boulevard are consistent with the City of Seattle Olmsted park furniture standards.	Seattle	Design (Urban)	prior to 100% design	DAHP, concurring parties, affected property owners, SDOT, Friends of Seattle's Olmsted Parks	See Appendix E, number 3 for design standards
3.	Ensure that the portion of the Montlake Boulevard median to be partially removed is re-established such that it retains the Olmsted plan to the maximum extent practicable	Seattle	Design (Urban)	prior to 100% design	Seattle Parks and Recreation, Friends of Seattle's Olmsted Parks, SDOT	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
4.	Within the area of Montlake Boulevard where median modifications are planned, consult on design, wording, and placement of a sign about the Alaska-Yukon-Pacific Exposition and the Olmsted design for this portion of Montlake Boulevard.	Seattle	Design	prior to 100% design	concurring parties, other stakeholders as appropriate, Friends of Seattle's Olmsted Parks	This sign will be developed as part of the process described in stipulation III.C.3.
5.	Prepare an NRHP Multiple Property Documentation Form for Seattle's Olmsted-designed parks and boulevards and prepare the associated nomination form for Lake Washington Boulevard.	Seattle	Design	prior to construction beginning in the historic district		
a.	Ensure that materials developed as part of this nomination are prepared and submitted in a format compatible with both the DAHP and City of Seattle historic property databases.					
b.	Provide for digitization of historic plans, correspondence, and photos of the Olmsted work on Lake Washington Boulevard, the Washington Park Arboretum and the Olmsted Boulevard System at a cost not to exceed \$10,000. Consult to determine which archival sources and which documents will be selected for this digitization project.				King County, Washington Trust for Historic Preservation, Friends of Seattle's Olmsted Parks	
c.	The selected documents will be digitized to archival standards and, subject to rights restrictions, will provide the scanned documents to the Friends of Seattle's Olmsted Parks, King County, and the City of Seattle.					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
6.	Consult to determine whether Seattle Parks and Recreation would be willing to have a sign or some other indicator of the significance of Lake Washington Boulevard as an Olmsted property placed on the small piece of Seattle Parks and Recreation property at the southeast corner of Montlake Boulevard and Lake Washington Boulevard. If Seattle Parks and Recreation is willing to accept this proposal, consult to design the sign or other marker and have it fabricated and placed on the Seattle Parks and Recreation property.	Seattle	Design (Urban)	prior to 100% design	Seattle Parks and Recreation, Friends of Seattle's Olmsted Parks, Montlake Community Club	This sign will be developed as part of the process described in stipulation III.C.3.
B.	Montlake Lid					
1.	Consult to create a landscape design plan for the Montlake lid that is compatible with the historic character of the Montlake Historic District. This plan will include plantings and urban design elements, possibly including median and planter strip design, interpretive signage, and bus shelter design.	Seattle	Design (Urban)	prior to 100% design	SDC, Seattle Landmarks Preservation Board, DAHP, concurring parties, King County Metro Transit	Concurring parties will be informed of SDC and Seattle Landmarks Preservation Board meetings.
2.	Include interpretive exhibits and markers in the lid design if the design process identifies such exhibits or markers as being desirable. If markers or exhibits are placed on the lid, they may include information about the evolution of the Olmsted landscape and the effects of SR 520 on that landscape.	Seattle	Design (Urban)	prior to 100% design	Seattle Parks and Recreation, Friends of Seattle's Olmsted Parks	Exhibits should note that the lid reconnects communities and recovers the landscape connections that were important historically within the landscape of Seattle.
3.	Ensure that the design of the Montlake Boulevard planted areas across the lid reflect the historical connection between Montlake Boulevard and Lake Washington Boulevard; these planted areas should reflect the original design principles of Lake Washington Boulevard and other Olmsted-designed boulevards in Seattle to the degree possible.	Seattle	Design (Urban)	prior to 100% design	SDOT, Seattle Parks and Recreation, Friends of Seattle's Olmsted Parks, Montlake Community Club	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
4.	Provide for the use of underground wiring on the Montlake lid to the maximum extent practicable.	Seattle	Design (Urban)	prior to 100% design	Seattle Public Utilities, Local Utilities	
C.	Historic Preservation Enhancements					
1.	Complete an intensive level survey (see Appendix E, number 5 for DAHP survey standards) of contributing and noncontributing properties within the Montlake Historic District and prepare an NRHP nomination for the district, consistent with DAHP and NRHP standards.	Seattle	Design	prior to construction beginning within the historic district	DAHP, Montlake Community Club, City of Seattle	To facilitate future historic preservation planning efforts within the Montlake community
a.	Consult to identify appropriate opportunities for Montlake Community Club members to participate in this effort as volunteers.				DAHP and Montlake Community Club	
b.	Survey materials will be compiled and submitted in a format compatible with both the DAHP and City of Seattle historic property databases.					
2.	Consult on a design to re-establish a visual buffer on or adjacent to the remaining Canal Reserve Lands south of historic properties on East Hamlin Street.	Seattle	Design (Urban) / Construction	upon lid construction completion	SDC, affected property owners, Seattle Parks and Recreation	Concurring parties will be informed of meetings with SDC.
3.	Consult on the development of a sign plan for historic markers or signage for the Montlake Historic District. Once the sign plan is approved, fund fabrication and installation of up to five historic markers or signs within the district.	Seattle	Design (Urban) / Construction	upon lid construction completion	concurring parties, DAHP, City of Seattle	The information from the markers/signage may become part of the project-wide educational website proposed in stipulation VII.I.
4.	Consult to determine whether MOHAI's clock tower, bell, and cannon can be preserved and reused in East Montlake Park or elsewhere within the Montlake Historic District.	Seattle	Design	prior to construction beginning	MOHAI, City of Seattle, Seattle Parks and Recreation, concurring parties	If MOHAI chooses not to relocate the clock tower, bell, and cannon, iconic features of the Montlake Historic District, to their new facility and is willing to donate them to the City of Seattle.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
5.	If the clock tower, bell, and cannon remain within the historic district, consult to identify maintenance and long-term responsibilities for these items.	Seattle	Design	prior to construction beginning	City of Seattle	
IV. New Bascule Bridge						
A.	Protective Measures for Nearby Historic Properties					
1.	Consult to ensure that safeguards are in place such that, to the maximum extent practicable, the historic Montlake Bridge is protected from physical damage during construction of the new bascule bridge.	Seattle	Design / Construction	prior to construction beginning	DAHP, Seattle Landmarks Preservation Board, concurring parties	The Coast Guard is a partner per Section 10 permit. Concurring parties will be informed of meetings with Seattle Landmarks Preservation Board.
2.	Consult to ensure that safeguards are in place, to the maximum extent practicable, such that vibration, excavations, and heavy equipment do not affect the Canoe House or contributing properties within the Montlake Historic District during construction of the new bascule bridge.	Seattle	Design / Construction	prior to construction beginning	DAHP, University of Washington, concerned concurring parties	No construction staging or storage will occur south of the East Campus Bicycle Route in the immediate vicinity of the Canoe House.
3.	Determine feasible ways to provide a buffer between Montlake Boulevard and the new bascule bridge, and those historic properties that are adjacent to the boulevard and bridge.	Seattle	Design (Urban)	prior to construction beginning	Nearby property owners, Montlake Community Club, DAHP	Any agreed upon measures will be implemented as early as practicable in the construction process for the new bridge.
4.	Maintain access through the Montlake Cut for marine traffic, except for a few short periods of time when the spans are being erected.	Seattle	Construction	upon construction completion	USCG	During these periods (estimated at up to five total, ranging from several hours to two work days), the Montlake Cut will be closed to marine traffic. None of these closures will take place during the traditional Opening Day events as described in stipulation VII.B.2.f.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
B.	Design of New Bridge					
1.	Consult to develop a design-review process for the new bridge that will ensure context-sensitive design and consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Seattle	Design (Urban)	upon commencement of 30% design	DAHP, SDC, Seattle Landmarks Preservation Board, concurring parties, general public, City of Seattle	See Appendix E, number 5 for the standards. Concurring parties will be informed of meetings with SDC and Seattle Landmarks Preservation Board.
2.	Ensure that the design for the new bascule bridge is compatible with the existing bridge and neither competes with nor replicates that bridge.	Seattle	Design (Urban)	prior to 60% design		
3.	Secure the services of an outside design expert with the appropriate experience in historic bridge design compatibility.	Seattle	Design (Urban)	upon commencement of 30% design		
4.	Ensure that access to the Ship Canal Waterside Trail will be maintained throughout construction of the new bridge.	Seattle	Design / Construction	Upon Construction Completion		Full access to the trail will be re-established once bridge construction is completed; the nature of this access will be determined as part of the bridge design process.
C.	Contributing Properties Slated for Removal					
1.	Although the feasibility or cost of relocating the houses has not been evaluated, make available for purchase and relocation the two contributing houses in the Montlake Historic District (2904 and 2908 Montlake Boulevard) slated for removal to accommodate the new bridge.	Seattle	Design	prior to 100% design		
2.	Consult to make the availability of these properties known through appropriate venues, and will keep parties apprised of any expressions of interest.	Seattle	Design	prior to 100% design	concurring parties	
3.	Record the above properties to DAHP Level II standards.	Seattle	Design	prior to 100% design	DAHP	See Appendix E, number 4.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
4.	If no party that is willing and able to acquire and relocate these structures is identified within six months of WSDOT's initial advertising of availability, deconstruct the structures and will ensure that architectural elements such as doors, windows, moldings, etc., are made available for reuse, and will make the availability of these elements known through appropriate venues.	Seattle	Design / Construction	planning prior to 100% design / removal in construction		
5.	If the structures at 2904 and 2908 Montlake Boulevard are deconstructed (rather than being relocated), undertake planning for and disposal of any resultant hazardous materials.	Seattle	Design / Construction	prior to 100% design		
V. Portage Bay Bridge						
A.	Bridge Design					
1.	WSDOT is committed to a Context-Sensitive Solutions approach for the replacement of the Portage Bay Bridge	Seattle	Design (Urban)	upon commencement of 30% design	SDC, DAHP, concurring parties, general public	See Appendix E, number 6 for Context Sensitive Solutions information. Concurring parties will be informed of meetings with SDC.
a.	Develop a design-review process for the new bridge that will address overall urban design					
b.	Secure the services of an outside design expert with appropriate experience in designing new bridges within historically sensitive areas.					
2.	Use quieter concrete pavement on the Portage Bay bridge, maintain the highway surface for safety, will monitor quieter concrete pavement for safety every two years and will also monitor the quieter concrete for noise performance at least quarterly over a period of four years.	Seattle	Design / Construction	four years after completion of construction	concurring parties	Results of the quieter concrete pavement noise monitoring throughout the corridor will be provided to concurring parties to this Agreement at the meetings described in stipulation XII.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
3.	Place sound-absorptive material on the inside face of the currently planned 4-foot barriers along both sides of the structure.	Seattle	Design / Construction	upon construction completion		
4.	Encapsulate the bridge joints in an effort to reduce noise.	Seattle	Design (Urban) / Construction	upon construction completion		
5.	Consult on a design to include improved open space as part of the bridge design, making the space under the bridge usable while incorporating the mechanisms of CPTED to the maximum extent practicable.	Seattle	Design (Urban)	upon construction completion	concurring parties	
6.	The East Roanoke Street exit from SR 520 will be maintained at its current single-lane capacity.	Seattle	Design	prior to 100% design		
B.	Agreement on Resolving Adverse Effects on the NOAA Northwest Fisheries Science Center					
1.	WSDOT and FHWA are in the process of negotiating an agreement with NOAA to avoid damage to the historic structures or interruption of the historic research functions at the Northwest Fisheries Science Center as a result of SR 520 construction.	Seattle	In process	By the end of 2011	NOAA, FHWA	
2.	Consult to develop a package of measures to resolve adverse effects that is mutually agreed upon at a staff level, and then elevate these recommendations to policy-level managers at WSDOT and NOAA for approval.	Seattle	In process	By the end of 2011	NOAA, DAHP, FHWA	Timing for approval by both agencies of a final set of measures to resolve adverse effects cannot be identified with certainty, but it is anticipated to occur by the end of 2011.
3.	Make parking under the bridge available to NOAA employees again after completion of construction.	Seattle	Design / Construction	upon construction completion	NOAA	This is pending approval of an airspace lease.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
C.	Historic Preservation and Community Enhancements					
1.	Record the houseboats currently docked on the west shore of Portage Bay between University Bridge and the Queen City Yacht Club docks. Evaluate the NRHP eligibility of these properties, both individually and as a potential district.	Seattle	Design	prior to construction beginning on the Portage Bay Bridge	Portage Bay, Roanoke Park Community	This is to assist in future historic preservation planning efforts. Survey materials will be compiled and submitted in a format compatible with both the DAHP and City of Seattle's historic property databases.
2.	Adapt the information in the Roanoke Park Historic District National Register nomination into a digital format suitable for submission to the City of Seattle historic property database.	Seattle	Design	prior to construction beginning within the historic district		
3.	Connect the Bill Dawson Trail and the Ship Canal Waterside Trail via the Arboretum Waterfront Trail.	Seattle	Design (Urban) / Construction	upon construction completion	Seattle Parks and Recreation	
4.	Through a partnership, install appropriate retaining wall treatments and lighting along the Bill Dawson Trail to enhance the user experience and promote safety in areas directly affected by Project construction.	Seattle	Design (Urban) / Construction	upon construction completion	Seattle Parks and Recreation	
VI. Delmar Drive/10th Ave Lid and I-5 Interchange						
A.	10th Ave/Roanoke Street Intersection					
1.	Adopt the design for the 10th Avenue/Roanoke Street intersection.	Seattle	Design	prior to 100% design	SDOT, adjacent neighborhoods	Subject to continuing consultation with the neighborhoods.
2.	Design agreement with the communities shall be in place prior to final design for the Delmar/10 th Avenue lid.	Seattle	Design	prior to 100% design		
3.	Consult to develop any plans for the addition of medians or other traffic calming devices to this design.	Seattle	Design	prior to 100% design	SDOT, adjacent neighborhoods	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
B.	Delmar Drive/10th Ave Lid Design					
1.	Consult and create a landscape design plan for the Delmar/10th Avenue lid using the services of a landscape architect,	Seattle	Design (Urban)	prior to 100% design	SDC, Seattle Landmarks Preservation Board, DAHP, concurring parties	Concurring parties will be informed of meetings with SDC and Seattle Landmarks Preservation Board.
2.	This design will be compatible with the historic character of the Roanoke Park Historic District and other adjacent historic properties.	Seattle	Design (Urban)	prior to 100% design		
3.	This collaborative plan may include some or all of the following:	Seattle	Design (Urban)	prior to 100% design	SDC, Seattle Landmarks Preservation Board, DAHP, concurring parties	Concurring parties will be informed of meetings with SDC and Seattle Landmarks Preservation Board.
a.	Design, fabrication, and installation of interpretive markers describing the evolution of the Olmsted landscape and the effects of SR 520 on the landscape					If adopted as part of the design plan, exhibits may note that the lid reconnects communities and recovers the landscape connections that were important historically within the landscape of Seattle.
b.	Incorporating Olmsted characteristics, perhaps using the Seattle Olmsted Park Furniture Standards as guidelines for items such as benches or lighting, into the design of the lid and the Bagley viewpoint.					See Appendix E, number 3 for Olmsted Park Furniture Standards
c.	A context-sensitive design blending the lid gracefully into the hillslope to the south					
d.	Retaining or replacing existing fences on the south side of the lid with context-sensitive barriers or fences to protect the security of surrounding homes					
e.	Tagging any mature trees to be removed and notification to the community before construction plans are finalized					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
f.	Incorporating mechanisms of CPTED to the maximum extent practicable					See Appendix E, number 2 for CPTED information
4.	Design elements from earlier collaborations with Portage Bay/Roanoke Park and North Capitol Hill communities will be carried forward for consideration in the final design, but details such as curbside planting bed design, retention or replacement of the current features of Bagley Viewpoint, and location of signage will be determined through the collaborative design process.	Seattle	Design (Urban)	prior to 100% design	SDC, Seattle Landmarks Preservation Board, DAHP, concurring parties	Concurring parties will be informed of meetings with SDC and Seattle Landmarks Preservation Board.
5.	Consult on possible inclusion of the marker rock and memorial bench currently located at Bagley Viewpoint in the lid design.	Seattle	Design (Urban)	prior to 100% design	City of Seattle	The City of Seattle owns these items.
6.	Maintain as much mature vegetation as possible on all sides of the lid	Seattle	Design (Urban)	prior to 100% design	SDC, Seattle Landmarks Preservation Board, DAHP, concurring parties	Concurring parties will be informed of meetings with SDC and Seattle Landmarks Preservation Board.
7.	Provide for the use of underground wiring on the Delmar/10th Avenue lid to the maximum extent practicable	Seattle	Design (Urban)	prior to 100% design	SDC, Seattle Landmarks Preservation Board, DAHP, concurring parties	Concurring parties will be informed of meetings with SDC and Seattle Landmarks Preservation Board.
C.	I-5 Interchange					
1.	Use quieter concrete pavement on all mainline elements of the Project west of the Portage Bay Bridge, including the new HOV ramp. WSDOT will maintain the highway surface for safety, and will monitor quieter concrete pavement for safety every two years. WSDOT will also monitor the quieter concrete for noise performance at least quarterly over a period of four years.	Seattle	Design / Construction	four years after completion of construction		Results of the quieter concrete pavement noise monitoring throughout the corridor will be provided to concurring parties to this Agreement at the meetings described in stipulation XII.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
2.	Consult during the design process for the I-5 interchange about the aesthetic treatment of the flyover HOV ramp and other potential measures for protecting views of and from historic properties.	Seattle	Design (Urban)	prior to 100% design	appropriate concurring parties	
3.	Where new right-of-way fence is required in the Portage Bay/Roanoke Park and North Capitol Hill communities, consult about the possibilities for visually compatible fencing.	Seattle	Design (Urban)	prior to 100% design	neighboring communities	
4.	Consult on the development the design for the bicycle/pedestrian path on the south side of the I-5 overpass at East Roanoke Street.	Seattle	Design (Urban)	prior to 100% design	SDC, concurring parties	Concurring parties will be informed of meetings with SDC.
D.	Historic Preservation Enhancements					
1.	Consult on the development of a sign plan for historic markers for the Roanoke Park Historic District. Once the sign plan is approved, fund fabrication and installation of up to five historic markers at the major entrances to the district. Consult on a process for ensuring maintenance of the signs.	Seattle	Design (Urban)	upon completion of construction	Portage Bay/Roanoke Park Community Council, DAHP, SDC	Concurring parties will be informed of meetings with SDC.
2.	Record and evaluate the Billodue House at 2333 Broadway Avenue East for NRHP eligibility.	Seattle	Design	prior to construction of the I-5 HOV direct access ramp	North Capitol Hill Community, DAHP, City of Seattle	Survey materials will be compiled and submitted to DAHP and City of Seattle in formats compatible with both the DAHP and City of Seattle's historic property databases.
3.	Preserve in place the trees along the north and south sides of SR 520 between I-5 and the Portage Bay Bridge to the maximum extent practicable. Trees that must be removed during construction will be replaced after construction, where practicable, per City of Seattle requirements.	Seattle	Construction	upon completion of construction		See Appendix E, number 7 for a link to City of Seattle requirements. There will be public involvement with both the Portage Bay/Roanoke Park and North Capitol Hill communities in developing the vegetation management activities (stipulation VIII.C.4.c.) for this area.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
4.	Comply with WSDOT standard specifications to mark limits of allowed disturbance in order to protect trees (including their root systems out to the drip line to the maximum extent practicable) and other screening vegetation identified as being retained and protected in place either inside or bordering on the construction area.	Seattle	Construction	upon completion of construction		See Appendix E, number 8 for a link to WSDOT standard specifications.
5.	Consult to identify and select plantings compatible with the historic character of the area to the maximum extent practicable and revegetate the SR 520 roadside areas from I-5 to the 10th/Delmar lid according to WSDOT standards	Seattle	Construction	upon completion of construction	Portage Bay/Roanoke Park Community Council, North Capitol Hill Neighborhood Association	See Appendix E, number 9 for a link to WSDOT standard specifications.
VII. Project-wide Measures to Resolve Adverse Effects						
A.	Treatment of Archaeological Historic Properties					
1.	Identify any currently unknown archaeological historic properties within the limits of construction, evaluate their eligibility for the NRHP, resolve any adverse effects to such properties, and establish a process for managing any previously unknown properties discovered during Project construction.	All	Design	prior to construction in the relevant historic district	DAHP	This stipulation describes additional subsurface archaeological investigations that will be carried out prior to construction for each of the construction components of the Project.
2.	Areas identified for further inventory:	All	Design	prior to construction	DAHP	
a.	<i>The Section 106 Technical Report: Volume 1 Archaeology – SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project</i> has identified areas within the current APE for additional subsurface archaeological investigations.					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
b.	Identify sites for Project mitigation purposes which have not been inventoried for the presence of historic properties.					
c.	As-yet unanticipated design modifications or Project elements may result in effects to areas outside the current construction footprint. These areas may not have been evaluated for the presence of historic properties.					
3.	Treatment plan to assess and resolve effects to archaeological properties	All	Design	prior to major construction activities beginning	DAHP, USACE, affected tribes, relevant local governments	
a.	Consult on the development of a Treatment Plan for historic properties not identified to date.					A process consistent with, and reflective of, Section 106 of the National Historic Preservation Act to inventory historic properties.
b.	The Treatment Plan shall include:					
i.	A process consistent with, and reflective of, Section 106 of the National Historic Preservation Act to inventory historic properties, evaluate Project effects on historic properties, and resolve adverse effects on historic properties.				Affected tribes, appropriate agencies, appropriate consulting parties	
ii.	Expectations and survey design for completing inventory of the identified in-corridor additional investigation locations.					
iii.	Expectations and survey design for currently identified Project mitigation sites.					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
iv.	A strategy for the systematic exploration of those areas where archaeological properties are anticipated in the APE. The strategy will also present methods for targeted excavations in areas considered sensitive for the presence of buried archaeological resources.					
v.	Mechanisms to evaluate and resolve effects for any as-yet unidentified built environment resources as necessary.					
vi.	A summary of anticipated archaeological property types, including pertinent research domains and data requirements.					
vii.	Documentation and recording standards for newly-discovered resources determined to be not eligible for the NRHP.					
viii.	Data collection, analysis, and reporting standards for NRHP-eligible resources consistent with DAHP guidelines.					See Appendix E, number 10
ix.	A monitoring plan for areas identified for archaeological monitoring.					
x.	Mechanisms for stakeholder and public outreach and involvement.					
xi.	Mechanisms to resolve as-yet unidentified adverse effects. Should such resolution of adverse effects become necessary, WSDOT will propose an amendment to this Agreement as provided for in stipulation XI, incorporating the agreed upon resolution measures into this Agreement.					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
4.	The Treatment Plan shall be completed prior to commencement of major construction activities with potential to affect unidentified historic properties.	All	Design	prior to major construction activities beginning	DAHP, USACE, affected tribes, relevant local governments, appropriate agencies, appropriate consulting parties	
5.	Unanticipated archaeological discoveries	All	Design	upon construction completion	DAHP	See Appendix E, number 11 for a sample UDP template.
a.	WSDOT has an active Unanticipated Discovery Plan (UDP) for the Project that shall be in force for all construction activities.					
b.	Incorporate the UDP into the Treatment Plan and amend in consultation, as necessary					
c.	Any provisions for emergency evaluation of archaeological materials or emergency data recovery shall include a requirement for DAHP approval.					
B.	Access to Historic Properties					
1.	Maintain access to all historic properties during construction. Except for emergency situations, provide 24 hours advance notice to affected property owners before any unavoidable interruptions of access. Consult with the affected property owners to address their needs, which may include the development of an alternate access strategy for short-term interruptions of access and longer-term detours.	All	Construction	upon construction completion	affected property owners	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
2.	Develop a coordination plan with the Seattle Yacht Club (SYC) to minimize disruption of historically significant activities at the SYC Main Station and on Portage Bay, the Montlake Cut, and Union Bay during construction. The plan will, at a minimum, address the following:	All	Design	upon construction completion	SYC	
a.	Key periods during which SYC considers both water access and land access to its facilities particularly crucial;					
b.	Ongoing coordination relative to special events such as weddings or watercraft training or races being held at the SYC or on the water;					
c.	Provisions for water, vehicular, and pedestrian access to the SYC Main Station for members and guests throughout the construction period;					
d.	Mechanisms for WSDOT to communicate with SYC about construction schedules on Portage Bay and closures of the Montlake Cut;					
e.	Prohibition on the use of West Montlake Park for construction staging or other construction-related activities;					
f.	Provisions for coordination between WSDOT and SYC assuring that construction activities in Portage Bay and the Montlake Cut will not interrupt or interfere with Opening Day Events;					One week before the first Saturday of May and one week after

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
g.	A moratorium on towing of pontoons through Portage Bay, the Montlake Cut, and Union Bay during the Opening Day Events as well as a prohibition of anchoring or mooring pontoons in such a way that they would interfere with Opening Day Events; and					
h.	A commitment from WSDOT that barge activity (transport, moorage, construction, etc.) will not interfere with the Opening Day Events in Portage Bay.					
3.	Consult with St. Demetrios Church to develop a strategy for ensuring safe and convenient access to the Church grounds and facilities in the event that the East Lynn Street/19th Avenue and/or Boyer Avenue potential haul routes are chosen for use at any time during Project construction. This strategy will include the following:	All	Construction	upon construction completion	St Demetrios Church	
a.	A prohibition on any use of either or both of the potential haul routes during the three calendar days of the annual Greek Festival					
b.	Cessation of any construction-related activities that would limit the parking available in the neighborhood in the vicinity of the Church during the three calendar days of the annual Greek Festival					
c.	A requirement that the contractor provide flaggers to assist in entering and exiting the St. Demetrios Church facilities through either the Lynn Street parking lot or the Boyer Avenue entrance during any use of either or both potential haul routes. Flaggers will be made available beginning one-half hour before and extending until one-half hour after regularly scheduled Sunday services					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
d.	A process for ensuring safe and convenient access to the St. Demetrios parking lot for special events, such as the annual fundraising auction, that are scheduled during any period of use of either of the potential haul routes.					
4.	Coordinate to initiate the studies required to determine whether conditions at the intersection of 19th Avenue E and E Lynn Street warrant installation of stop signs or other traffic control measures.	All	Design	upon construction completion	SDOT, St Demetrios Church, Montlake Community Club, Concerned Citizens of Montlake	
5.	Consult with St. Patrick's Church to ensure access to the Church grounds and facilities during construction.	All	Construction	upon construction completion	St. Patrick's Church	
6.	Consult with Seward School to ensure safe access during construction when school is in session	All	Construction	upon construction completion	Seward School	
7.	Except for unavoidable brief periods for which advanced notice will be provided, maintain pedestrian access to all historic properties, to St. Patrick's Church, and to local bus stops throughout the construction period.	All	Construction	upon construction completion		
8.	Ensure that access to the actively used portions of the Montlake Playfield is maintained during construction.	All	Construction	upon construction completion	Seattle Parks and Recreation	
C.	Haul Routes					
1.	Ensure that, to the maximum extent practicable, the construction contractor utilizes the mainlines of I-5, SR 520, and I-90 for all material hauling during construction.	All	Construction	upon construction completion		

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
2.	Haul routes identified within Seattle are limited to city-designated arterials that are defined as truck routes with the exception of the 24th Avenue East bridge.	All	Construction	upon construction completion	SDOT	
3.	Consult when haul routes are being selected and will provide advance notification when street use permits are requested.	All	Construction	upon construction completion	SDOT, appropriate concurring parties, other stakeholders	
4.	Ensure that the roadway surfaces of the selected haul routes within the APE are repaired prior to the start of construction and that the roadway surfaces are maintained throughout the duration of the construction contract in a good condition free of potholes. Should a concurring party identify a concern during construction about a repair or maintenance needed on one of the selected haul routes, WSDOT will coordinate the repair through the CCMP to ensure that the repair or maintenance concern is addressed within 72 hours of notification.	All	Construction	upon construction completion	SDOT, concurring parties	
5.	Consult with the appropriate concurring parties to this Agreement as part of efforts to identify historic properties along selected haul routes within the APE that are potentially vulnerable to vibration.	All	Construction	upon construction completion	SDOT, appropriate concurring parties, identified property owners	
a.	Perform a condition assessment on potentially vulnerable properties prior to use of the haul route and again when use of that route is completed.					
b.	If damage is identified by a potentially vulnerable property owner during construction, the property owner shall notify WSDOT using the 24/7 Project contact phone number described in stipulation VIII.D. WSDOT will respond within 72 hours. If WSDOT determines that Project					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
	hauling activities are resulting in structural or architectural damage to historic properties, WSDOT will direct the contractor to stop use of that route until appropriate safeguards can be put in place.					
c.	If any structural or architectural damage to historic properties occurs during a period when the route is being used for hauling, consult with property owners to assess the cause of the damage and identify and provide for any necessary repairs, consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.				DAHP	See Appendix E, number 4 for Secretary of the Interior's Standards. WSDOT will offer DAHP the opportunity to review and comment on the consistency of any repairs with the Standards and Guidelines.
6.	Develop measures to protect traffic circles and planters from construction/hauling traffic and will restore islands and planters to their preconstruction condition - when use of the route has been completed, should any modifications be necessary or should any inadvertent damage occur as a result of construction hauling.	All	prior to construction	upon construction completion		
7.	Ensure that any curbs damaged during construction or materials hauling are repaired when use of the route has been completed.	All	Construction	upon construction completion		
D.	Construction Staging Areas in WSDOT Right-of-Way					
1.	As part of construction management planning, consult to evaluate and install possible sound-buffering mechanisms between adjacent historic properties and Project construction staging areas.	All	Design	upon construction completion	Adjacent property owners	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
2.	Within Seattle, only streets designated as arterials by the City are identified as routes for moving materials into and out of construction staging areas with the exception of the 24th Avenue East bridge.	All	Construction	upon construction completion	SDOT	
3.	To the maximum extent practicable, locate construction sheds, barricades, and material storage away from historic properties, and avoid obscuring views of and from historic properties.	All	Construction	upon construction completion		
4.	To the maximum extent practicable, install temporary construction screens/barriers (fencing, plantings, etc.) around construction areas so that visual impact of construction activities on historic properties are minimized.	All	Construction	upon construction completion	concurring parties, adjacent property owners	Consult to determine the location and type of screens/barriers.
5.	To the maximum extent practicable, avoid placement of temporary work bridges and other short-term construction features where they would require permanent removal of or would damage mature trees.	All	Design / Construction	upon construction completion		
6.	Consult, as part of the urban design process, to restore staging areas.	All	Design (Urban) / Construction	1 year after completion of construction	concurring parties, adjacent property owners	
7.	Ensure that Project effects do not prevent East Montlake Park from operating as a viable recreational facility during and after construction.	All	Construction	upon construction completion	Seattle Parks and Recreation	Although portions of the park will be closed during Project construction, the areas of the park not closed to the public during construction will continue to provide access to Lake Washington and the Montlake Cut.
E.	Noise Management					
1.	Comply with local noise regulations for construction and equipment operation.	All	Construction	upon construction completion		See Appendix E, number 12

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
2.	If the Final EIS for the Project determines that noise walls are warranted at any locations within the Project area, consult to determine the aesthetic treatment of the walls and ensure compatibility with the character of nearby historic properties.	All	Design	prior to construction	Seattle Landmarks Preservation Board, DAHP, concurring parties, eligible property owners	Consultations will follow WSDOT and FHWA policy and procedures (see Appendix E, number13). Concurring parties will be informed of meetings with Seattle Landmarks Preservation Board.
3.	Use noise-absorptive materials along the 4-foot barriers where planned within the corridor and through the design process will evaluate and implement feasible options for noise-absorptive materials at the portals to lids and along bridge expansion joints.	All	Design / Construction	upon construction completion		
F.	Lighting and Glare Management					
1.	Limit use of construction lighting as much as possible and keep necessary lighting shielded, directed downward, and pointed away from residences and other sensitive areas to the maximum extent practicable.	All	Construction	upon construction completion		
2.	Ensure that permanent lighting and lighted signage throughout the corridor is designed to minimize glare into homes and parks and out over the water.	All	Design	prior to construction		
3.	Consult to ensure that lighting planned for the lids is compatible with the historic setting and residential character of surrounding areas	All	Design	prior to construction	SDC, DAHP	Concurring parties will be informed of SDC meetings.
G.	Vibration Monitoring and Management					
1.	WSDOT has engaged the services of a vibration expert to evaluate the Project corridor, including any potential haul routes along city arterial streets, and to identify areas where impacts to historic properties within the APE may occur as a result of vibration.	All	In process	prior to construction	concurring parties	The report describing the results of this evaluation will be made available to concurring parties to this Agreement once it has been completed.

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
2.	Areas under study include historic properties within the APE as identified in the <i>Section 106 Technical Report, SR 520 Bridge Replacement and HOV Program, I-5 to Medina: Bridge Replacement and HOV Project</i> for the Project.	All	Design	prior to construction	concurring parties	
3.	Hillslopes and other areas that are potentially vulnerable to vibration from Project operation will also be identified through this effort.	All	Design	prior to construction	concurring parties	
4.	Avoid or minimize vibration impacts from construction and construction hauling on historic properties by implementing best management practices (BMPs) for vibration, which are currently being developed by this expert.	All	Construction	upon construction completion	concurring parties, DAHP	WSDOT will offer DAHP the opportunity to review and comment on these BMPs as they relate to potential effects on historic properties.
5.	Require construction contractors to submit a vibration monitoring plan that identifies how construction activities will be carried in such a way as to ensure that vibrations do not reach a level that causes architectural or structural damage to historic properties.	All	Construction	upon construction completion	concurring parties	This plan will be an element included in the CCMP.
6.	Consult with the appropriate concurring parties to this Agreement as part of WSDOT's efforts to identify historic properties adjacent to work zones within the APE that are potentially vulnerable to vibration	All	Construction	upon construction completion	concurring parties	
a.	Perform a condition assessment on potentially vulnerable properties prior construction and again when construction has been completed.					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
b.	If damage is identified by a potentially vulnerable property owner during construction, the property owner shall notify WSDOT using the 24/7 Project contact phone number described in stipulation VIII.D. WSDOT will respond within 72 hours.					If WSDOT determines that Project construction activities are resulting in structural or architectural damage to historic properties, WSDOT will direct the contractor to stop working on that construction activity until appropriate safeguards can be put in place.
c.	If any structural or architectural damage to historic properties occurs as a result of Project construction, WSDOT will consult with property owners to assess the cause of the damage and will identify and provide for any necessary repairs, consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.				concurring parties, DAHP	WSDOT will offer DAHP the opportunity to review and comment on the consistency of any repairs with the Secretary of the Interior's Standards (see Appendix E, number 4).
H.	Landscaping					
1.	Coordinate with SDOT to ensure that one of these agencies and/or another specifically identified party will be responsible for maintenance of landscaping installed as part of the Project.	Seattle	Design	upon construction completion	SDOT, Seattle Parks and Recreation	
2.	Consult to consider requests to install landscaping or landscaped buffers where practicable in areas where buffer zones are being removed or reduced. Such buffers will also be considered where new or relocated traffic lanes would intrude on the character of a historic district or the settings of individual historic properties.	Seattle	Design	prior to 100% design	concurring parties, other stakeholders as appropriate	These decisions will be made before construction plans are finalized.
I.	Historic Preservation Enhancement					
1.	Develop content for, create and host an interpretive website on the history of the Project area.	All	Design	within 1 year of construction beginning	concurring parties	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
a.	Topics to be presented on the site might include:	All	Design			
i.	Information on the historic properties within the APE; the Olmsted plan and the Alaska-Yukon-Pacific Exposition; and summarized findings of the archaeological investigations					
ii.	A redacted, non-confidential report on the ethnography of the Project area and Lake Washington					
iii.	Information about the historic districts and other historic properties of the Project area				DAHP	
b.	The content of this interpretive site will be carefully structured to appeal to the general public and to be useful for educational purposes	All	Design	within 1 year of construction beginning		Note - the content should be image heavy and not text heavy and have interactive components and activities suitable for K-12 students and educators.
c.	Interested concurring parties to this Agreement will be offered the opportunity to review and comment on content for the website as it is developed.	All	Design	within 1 year of construction beginning	concurring parties	
d.	Continue to host the website throughout the Project construction period. Once Project construction is completed, appropriate content from the website will be made available to interested historical and educational organizations for use on other websites, and printed, archivally stable versions of the website will be offered to appropriate community archives.	All	Upon Construction Completion	within 6 months of construction completion	Interested Historical/Educational Organizations, SYC	
2.	Offer DAHP the opportunity to review and comment on the content of any historical materials developed for public outreach as part of this Agreement, including website content and text for historical markers or signage.	All	Design	within 1 year of construction beginning	DAHP	

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
VIII. Community Construction Management Plan						
A.	Develop and implement a community construction management plan (CCMP).	All	Design	upon construction completion	concurring parties, affected communities, DAHP	WSDOT will consult with DAHP about the CCMP insofar as the provisions of the plan may pertain to effects on historic properties.
B.	Provide an ongoing opportunity to have input into construction management practices that can help to avoid, minimize, or mitigate the effects of construction activities on historic properties through meetings described in stipulation VIII.E.3.	All	Design	upon construction completion	concurring parties, affected communities	
C.	The CCMP will comprise the following parts:	All	Design	upon construction completion	concurring parties, affected communities	See Appendix G for outline.
1.	Address specific construction effects on historic properties within the APE that have been identified through the Section 106 process by implementing stipulations I through VII of this Agreement					
2.	Through standard BMPs and WSDOT standard specifications, WSDOT will take general precautions to protect historic properties from excessive noise, vibration, excavation, emissions, fugitive dust, lighting, glare, and traffic impacts.					See Appendix E, numbers 8, 14 and 15 for links to <i>WSDOT Environmental Procedures Manual and Standard Specifications Construction Manual</i> , <i>Environmental Procedures Manual</i> and "No idle and fuel conservation policy."
3.	Implement environmental commitments related to historic properties made in compliance with other regulatory processes (e.g., the National Environmental Policy Act).					
4.	Address general community impacts from construction activities, including:					
a.	Access by emergency service providers to homes and businesses.					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
b.	Maintenance of basic services (water, gas, electric, internet, etc.) and for timely response in case of accidental interruptions of service as a result of construction activities.					
c.	Vegetation management including provisions for:					
i.	Protecting trees and other screening vegetation adjacent to construction work areas from construction impacts					
ii.	Replacing removed trees following City of Seattle street tree standards					See Appendix E, number 7
iii.	Monitoring of contractor adherence to i and ii above					
d.	Temporary erosion and sediment control measures to be implemented throughout the construction period.					
e.	Traffic management measures during construction to keep traffic flowing, limit detour routes through residential areas, and ensure access for residents, etc.					
D.	The CCMP will be supported by communication activities that include the following:	All	Design	upon construction completion	concurring parties	
1.	A process for providing up-to-date construction information (schedules, schedule changes, potential delays, current work areas, street closures and detours, closures of the Montlake Cut, results of monitoring, etc.) to the public.					Potential notification mechanisms could include a website, smart phone application, automated traffic management signs, etc.
2.	Development of an email list that will be used to inform communities of upcoming construction information.					Email notification will include Community Council officers so that timely information can be distributed through community online forums;

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
3.	A single-point of communication to be established for the duration of construction. This would include a 24/7 contact phone number and an email address to which problems, questions, and concerns could be sent. These communications would then be directed to the appropriate jurisdiction or agency for resolution, as appropriate. Questions and concerns will be addressed within 10 working days.					
4.	A process through which to receive routine construction updates/outlooks as well as notifications of applicable permit conditions, such as periods when noise variances will be in place.					See Appendix E, number 11 for web link to City of Seattle noise variance rules.
E.	Process to develop the CCMP	All	Design	upon construction completion	concurring parties	
1.	Develop the CCMP as a component of, and tailored to the specific activities included in, all major Project construction contracts that are awarded for the Project corridor.					
a.	The mitigation measures triggered by construction of the SR 520 Evergreen Point Bridge Project will be covered in the first version of the CCMP.					
b.	Future versions of the CCMP will incorporate construction activities as soon as they receive obligated funding and are permitted.					
2.	CCMP elements identified under stipulation VIII.C. will be based on existing WSDOT standard specifications and other environmental commitments.					

ID#	Commitment	Contract	Commitment Initiation	Commitment Completion	Partners	Notes
3.	Following the publication of the NEPA Record of Decision for the Project, convene in meetings to:					
a.	describe items to be developed under stipulation VIII.C.					
b.	seek input about whether these practices and plans could be enhanced or modified to best meet the concerns of concurring parties and minimize construction effects.					
4.	Revisions to the CCMP for each segment of the Project will be developed in consultation with the concurring parties to the Agreement and others potentially affected by that construction segment.					
IX. Changes in Haul Route Locations						
A.	Potential haul routes have been identified for the Project based on the best information available at the time of execution of this Agreement.	All	Design	upon construction completion		These routes are shown in Appendix D.
B.	Should additional haul routes lying outside the current APE be identified by the contractor after execution of this Agreement, WSDOT will revise the APE following the same approach for identification of historic properties along potential haul routes that was used within the current APE west of Lake Washington.	All	Design / Construction	upon construction completion	DAHP, appropriate concurring parties	See Appendix B for the APE boundaries
C.	Ensure that potential historic properties within the area thus added to the APE are identified and evaluated for NRHP eligibility in consultation with DAHP.	All	Design / Construction	upon construction completion		

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D.	The signatories to this Agreement are in accord that any chosen haul route that includes eligible or listed historic properties will have an adverse effect on historic properties and that the measures provided in stipulations VII.C, VII.G, and VIII are the appropriate mechanisms for resolving those adverse effects.	All	Design	prior to construction in the relevant historic district		