

1 **REVISED THIRD DRAFT – May 9, 2025**
2 **INTERSTATE BRIDGE REPLACEMENT PROGRAM**
3 **PROGRAMMATIC AGREEMENT**
4

5 **Attachment C: Historic Built Environment Resources Treatment Plan**
6

7 **C-1. INTRODUCTION**

8 The purpose of the Historic Built Environment Resources Treatment Plan (HBERTP) is to
9 resolve the adverse effects resulting from the activities of the Interstate Bridge Replacement
10 (IBR) Program (Program) to National Register of Historic Places (NRHP)-listed or
11 NRHP-eligible historic built environment (HBE) historic properties (referred to as HBE
12 Properties). Table C-1 lists the HBE Properties that will be adversely affected by the Program.

13 This HBERTP provides information on HBE Resources and details the process that will be
14 implemented to carry out the treatment measures identified to resolve adverse effects on
15 NRHP-listed and NRHP-eligible HBE Properties. The treatment measures and the process for
16 their implementation described herein were developed by the FHWA and FTA, in coordination
17 with WSDOT and ODOT, and in consultation with DAHP, Oregon SHPO, and the Consulting
18 Parties. Stipulation XIV of this Agreement sets forth the procedures for revising this attachment
19 if revision is required as a result of Program Changes, or if treatment measures are rendered
20 redundant as the Program is advanced.

1 **Table C-1. HBE Properties adversely affected by the Program.**

IBR Resource ID	Oregon SHPO ID/ DAHP ID	Property Name	Address	NRHP Criteria	Level of Significance	Period of Significance	Adverse Effect
OR 50/WA 381a	49361/18781	Interstate Bridge (northbound)	Columbia River	Listed: A, C	National	1917–1958	Complete physical destruction.
OR 51/WA 381b	Undetermined/73 2664	Interstate Bridge (southbound)	Columbia River	Eligible: A, C	State	1958–1966	Complete physical destruction.
OR 107	Undetermined	Harbor Shops	11915 N Center Ave, Portland, OR	Eligible: A, C	Local	1978	Complete physical destruction.
OR 109	Undetermined	Jantzen Beach Water Tank	N Center St & N Jantzen Ave, Portland, OR	Eligible: A, C	Local	1968–1980	Complete physical destruction.
OR 111	Undetermined	Jantzen Beach Moorage	1501 N Jantzen Ave, 1525-2055 N Jantzen Ave, Portland, OR	Eligible: A	Local	1958–1977	Partial physical destruction.
WA 149	89160	Normandy Apartments	318 E 7th St, Vancouver, WA	Eligible: A, C	Local	1928	Introduction of visual, atmospheric, and audible elements (Modified Locally Preferred Alternative without I-5 Shifted West) or;
							Partial physical destruction (Modified Locally Preferred Alternative with I-5 Shifted West).

IBR Resource ID	Oregon SHPO ID/ DAHP ID	Property Name	Address	NRHP Criteria	Level of Significance	Period of Significance	Adverse Effect
WA 369	N/A	Pearson Field Historic District	610–1105 E 5th St, Vancouver, WA	Eligible: A	Local	1905–1941	Introduction of visual elements.
WA 918	N/A	Officers Row Historic District	601–1607 E Evergreen Blvd, Vancouver, WA	Listed: A, C	Local	1867–1906	Partial physical destruction (~0.001 acres) and temporary construction easements (~0.01 acres) and introduction of audible elements.
WA 1192	89097	Bridge Substation	100 SE Columbia St, Vancouver, WA	Eligible: C	Local	1913–1926	Complete physical destruction.
WA 1357	N/A	Vancouver National Historic Reserve Historic District	Vancouver, WA	Listed: A, C, D	National	2500 BP–1966	Partial physical destruction (~0.54 acres) and temporary construction easements (~1.59 acres) including partial removal of contributing Army Road System and introduction of visual, vibratory, and audible elements.
WA 1358	N/A	Vancouver Barracks Historic District	Vancouver, WA	Eligible: A	State	1846	Partial physical destruction (~0.21 acres) and temporary construction easements (~0.03 acres) and introduction of visual, vibratory, and audible elements.

IBR Resource ID	Oregon SHPO ID/ DAHP ID	Property Name	Address	NRHP Criteria	Level of Significance	Period of Significance	Adverse Effect
WA 1359	N/A	Fort Vancouver National Historic Site	Vancouver, WA	Listed: A, D	Undetermined	1844–1846	Partial physical destruction (~0.30 acres) and temporary construction easements (~0.95 acres) and introduction of visual elements.

C-II. TREATMENT MEASURES

A. Procedures

1. Implementation of any treatment measures in the HBERTP shall be conducted by or under the direct supervision of a qualified person or persons in accordance with Stipulation III.A of this Agreement.
2. In the event access to property is required to undertake work under this HBERTP, WSDOT or ODOT, as applicable, will comply with any relevant federal, state, and/or local laws and requirements.
3. WSDOT or ODOT, as applicable, shall secure all permits or other approvals from the State of Washington, the State of Oregon, the City of Vancouver, the City of Portland, NPS, and other agencies with jurisdiction, as appropriate, as required to carry out measures to resolve adverse effects.
4. A table detailing any work undertaken in accordance with the HBERTP will be prepared, reviewed, and distributed as part of quarterly performance reporting in accordance with Stipulation XII.A of this Agreement. This table will discuss work undertaken during the previous reporting period, as well as upcoming opportunities for consultation.
5. Post-Review Discoveries.

If archaeological materials and/or suspected human remains are discovered during the activities to implement these treatment measures to HBE Properties, all work at the discovery location will cease in accordance with Attachment F (Post-Review Discovery Plan) and/or Attachment G (Human Remains Treatment Plan) of this Agreement. Communications and actions related to the discovery will follow the procedures in Attachment F.

B. Property-Specific Treatment Measures

The following treatment measures have been identified by FHWA and FTA, in coordination with WSDOT and ODOT, and in consultation with DAHP, Oregon SHPO, NPS, the Tribes, and the Consulting Parties, to resolve adverse effects to HBE Properties (HBE Treatment Measures). WSDOT and ODOT, in coordination with FHWA and FTA, will complete the HBE Treatment Measures at the property-specific and Program level. The property-specific HBE Treatment Measures prioritize activities that resolve adverse effects to an affected HBE Property at the individual site, building, structure, object, or district scale.

1. Interstate Bridge (northbound), Columbia River

a) Historic American Engineering Record (HAER) documentation (update to existing HAER No. WA-86).

i. WSDOT and ODOT, in coordination with FHWA and FTA, will select WSDOT and/or ODOT agency staff, a consultant, or a combination of both to perform the scope of work listed for HAER documentation.

ii. The HBE Treatment Measures will comply with the following standards and guidelines:

- *The Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation;*

iii. WSDOT and ODOT will oversee implementation of the following scope of work:

- WSDOT and ODOT shall contact the NPS regional Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) coordinator to request that NPS stipulate the level and procedures for completing the documentation;
- WSDOT and ODOT will compile research for HAER documentation;
- WSDOT and ODOT will complete fieldwork for HAER documentation;
- WSDOT and ODOT will deliver draft documentation to FHWA and FTA, DAHP, Oregon SHPO, NPS Regional Office, the Tribes, and the other consulting parties for review;
- WSDOT and ODOT, in coordination with FHWA and FTA, will incorporate comments where appropriate, and will deliver draft documentation for NPS Regional Office review;
- WSDOT and ODOT will incorporate comments where appropriate and, in coordination with FHWA and FTA, coordinate with NPS Regional Office on submittal of final HAER documentation to the Library of Congress, as well as interested local libraries and archives.
- Upon receipt of the NPS Regional Office written acceptance letter, WSDOT and ODOT will notify and distribute the final document to DAHP, Oregon SHPO, NPS, the Tribes, and other consulting parties.

- 1 iv. The draft HAER documentation will be completed prior to the demolition of
2 the property. A delivery schedule for review and submittal of the final HAER
3 documentation will be developed in coordination with the NPS Regional
4 Office.
- 5 b) High-definition laser scanning, or a comparable documentation method.
- 6 i. WSDOT and ODOT, in coordination with FHWA and FTA, will select
7 WSDOT and/or ODOT agency staff, a consultant, or a combination of both to
8 perform the scope of work listed for high-definition laser scanning
9 documentation.
- 10 ii. WSDOT and ODOT will oversee implementation of the following scope of
11 work:
- 12 • WSDOT and ODOT, in coordination with FHWA and FTA, will direct
13 agency staff and/or hire a qualified technical consultant to conduct
14 high-definition laser scanning of the northbound Interstate Bridge structure.
- 15 • WSDOT and ODOT will direct agency staff/the consultant to complete
16 fieldwork for high-definition laser scanning; and
- 17 • WSDOT and ODOT will coordinate with agency staff/the consultant for
18 the preparation of final documentation.
- 19 iii. WSDOT and ODOT, in coordination with FHWA and FTA, will seek to
20 incorporate the resulting data, where appropriate, into HAER documentation
21 (C-II.B.1.a), and disseminate the digital model to interested local libraries and
22 archives. When this submittal is complete, WSDOT and ODOT will notify
23 DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
- 24 iv. The draft high-definition laser scanning documentation will be complete prior
25 to the completion of the Historic Materials Reuse and Salvage Assessment
26 (C-II.B.1.c).
- 27 c) Historic Materials Reuse and Salvage.
- 28 i. Reuse and Salvage Feasibility Assessment
- 29 • WSDOT and ODOT, in coordination with FHWA and FTA, will hire a
30 contractor to prepare the Reuse and Salvage Feasibility Assessment.
- 31 • The Reuse and Salvage Feasibility Assessment will contain sufficient
32 provisions to satisfy compliance with 23 USC 144(g)(4) and include

1 making the Interstate Bridge (northbound) available for donation to a State,
2 locality, or responsible private entity.

- 3 • The Reuse and Salvage Feasibility Assessment will include a cost proposal
4 and recommendations regarding prudence and feasibility of reuse and
5 salvage.
- 6 • The Reuse and Salvage Feasibility Assessment will prioritize consideration
7 for reuse of one or more intact bridge spans over salvage through
8 disassembly.
- 9 • The Reuse and Salvage Feasibility Assessment will incorporate the data
10 and results of the high-definition laser scanning (C-II.1.b), where
11 appropriate, to aid reuse and salvage planning efforts.
- 12 • A delivery schedule for review and submittal of the Reuse and Salvage
13 Feasibility Assessment will be developed in coordination with the
14 consulting parties.
- 15 • Activities considered by the Reuse and Salvage Feasibility Assessment may
16 include:
 - 17 – Incorporating components of the property into the Program design and
18 Interpretation Program (C-II.D.1) and provide opportunities for
19 consulting parties to provide input as the design progresses;
 - 20 – Making available for purchase and relocation components of the
21 property to the public; and
 - 22 – Consulting with consulting parties to make availability of this property
23 known through appropriate media and keeping the consulting parties
24 apprised of any expressions of interest by the public.
- 25 • WSDOT and ODOT will oversee implementation of the following scope of
26 work:
 - 27 – WSDOT and ODOT, in coordination with FHWA and FTA, will deliver
28 the draft Reuse and Salvage Feasibility Assessment for review by
29 DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting
30 parties;
 - 31 – WSDOT and ODOT will incorporate comments where appropriate and
32 deliver the final Reuse and Salvage Feasibility Assessment to FHWA
33 and FTA; and

- WSDOT and ODOT will distribute the final assessment to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
 - The final Reuse and Salvage Feasibility Assessment will be completed by WSDOT and ODOT in coordination with FHWA and FTA prior to the demolition of the property. The decision to proceed with a Reuse and Salvage Plan (C-II.B.1.c.ii) will be made by WSDOT and ODOT in coordination with FHWA and FTA.
- ii. Reuse and Salvage Plan
- If WSDOT and ODOT, in coordination with FHWA and FTA, determine that reuse and salvage is prudent and feasible, based upon the Reuse and Salvage Feasibility Assessment, WSDOT and ODOT will direct the preparation of a Reuse and Salvage Plan. The Reuse and Salvage Plan will be prepared and implemented prior to the demolition of the property.
 - The Reuse and Salvage Plan will provide a proposed approach for reuse and salvage implementation of all or parts of the HBE Property.
 - Preference will be given first to the public ownership and reuse of these materials within public spaces or structures in or adjacent to the APE, and second, to public ownership and reuse of these materials within public spaces or structures outside the APE. If reuse in these manners is found to be infeasible, or additional public entities demonstrate no interest in salvage or reuse, WSDOT and ODOT, in coordination with FHWA and FTA, will also explore the opportunity for reuse by the general public.
 - Implementation of the Reuse and Salvage Plan will consider:
 - If the property is salvaged, WSDOT and ODOT will plan for and dispose of any resultant hazardous materials.
 - If no party that is willing and able to reuse and salvage property components is identified within six months of WSDOT and ODOT's initial advertising availability, WSDOT and ODOT will notify the consulting parties.
 - If no party that is willing and able to acquire and relocate the property within six months of WSDOT and ODOT's initial advertising of availability, and the assessment and cost proposal has determined salvage is feasible, WSDOT and ODOT will deconstruct the structure and will ensure that small structural elements are available for reuse

1 and will make availability of these elements known through appropriate
2 media.

- 3 • WSDOT and ODOT will oversee the implementation of the following
4 scope of work:
 - 5 – WSDOT and ODOT will deliver the draft Reuse and Salvage Plan for
6 review by FHWA and FTA, DAHP, Oregon SHPO, NPS, the Tribes,
7 and the other consulting parties.
 - 8 – WSDOT and ODOT will incorporate comments where appropriate and
9 deliver the final Reuse and Salvage Plan to FHWA and FTA.
 - 10 – WSDOT and ODOT will distribute the final Reuse and Salvage Plan to
11 DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting
12 parties.

13 2. Interstate Bridge (southbound), Columbia River

14 a) Historic American Engineering Record (HAER) documentation.

- 15 i. WSDOT and ODOT, in coordination with FHWA and FTA, will select
16 WSDOT and/or ODOT agency staff, a consultant, or a combination of both to
17 perform the scope of work listed for HAER documentation.
- 18 ii. This treatment measure will comply with the following standards and
19 guidelines:
 - 20 • *The Secretary of the Interior's Standards and Guidelines for Architectural*
21 *and Engineering Documentation.*
- 22 iii. WSDOT and ODOT will oversee implementation of the following scope of
23 work:
 - 24 • WSDOT and ODOT shall contact the NPS regional HABS/HAER/HALS
25 coordinator to request that NPS stipulate the level and procedures for
26 completing the documentation.
 - 27 • WSDOT and ODOT will compile research for HAER documentation.
 - 28 • WSDOT and ODOT will complete fieldwork for HAER documentation.
 - 29 • WSDOT and ODOT will deliver draft documentation to FHWA and FTA,
30 DAHP, and Oregon SHPO, NPS Regional Office, the Tribes, and the other
31 consulting parties, for review.

- WSDOT and ODOT, in coordination with FHWA and FTA, will incorporate comments where appropriate, and will deliver draft documentation for NPS Regional Office review.
- WSDOT and ODOT will incorporate comments where appropriate and, in coordination with FHWA and FTA, coordinate with NPS Regional Office on submittal of final HAER documentation to the Library of Congress, as well as interested local libraries and archives.
- Upon receipt of the NPS written acceptance letter, WSDOT and ODOT will notify and distribute the final document to DAHP, Oregon SHPO, NPS, the Tribes, and other consulting parties.

iv. The draft HAER documentation will be completed prior to the demolition of the property. A delivery schedule for review and submittal of the final HAER documentation will be developed in coordination with the NPS Regional Office.

b) High-definition laser scanning, or a comparable documentation method.

i. WSDOT and ODOT, in coordination with FHWA and FTA, will select WSDOT and/or ODOT agency staff, a consultant, or a combination of both to perform the scope of work listed for high-definition laser scanning documentation.

ii. WSDOT and ODOT will oversee implementation of the following scope of work:

- WSDOT and ODOT, in coordination with FHWA and FTA, will direct agency staff and/or hire a qualified technical consultant to conduct high-definition laser scanning of the southbound Interstate Bridge;
- WSDOT and ODOT will direct with agency staff/the consultant to complete fieldwork for high-definition laser scanning; and
- WSDOT and ODOT will coordinate with agency staff/the consultant for the preparation of final documentation.

iii. WSDOT and ODOT, in coordination with FHWA and FTA, will coordinate with interested local libraries and archives. When this submittal is complete, WSDOT and ODOT will notify DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.

1 iv. The draft high-definition laser scanning documentation will be complete prior
2 to the completion of the Historic Materials Reuse and Salvage Assessment
3 (C-II.B.2.c).

4 c) Historic Materials Reuse and Salvage.

5 i. Reuse and Salvage Feasibility Assessment

- 6 • WSDOT and ODOT, in coordination with FHWA and FTA, will hire a
7 contractor to prepare the Reuse and Salvage Feasibility Assessment.
- 8 • The Reuse and Salvage Feasibility Assessment will contain sufficient
9 provisions to satisfy compliance with 23 USC 144(g)(4) and include
10 making the Interstate Bridge (northbound) available for donation to a State,
11 locality, or responsible private entity. The Reuse and Salvage Feasibility
12 Assessment will include a cost proposal and recommendations regarding
13 prudence and feasibility of reuse and salvage.
- 14 • The Reuse and Salvage Feasibility Assessment will prioritize consideration
15 for reuse of one or more intact bridge spans over salvage through
16 disassembly.
- 17 • The Reuse and Salvage Feasibility Assessment will incorporate the data
18 and results of the high-definition laser scanning (C-II.1.b), where
19 appropriate, to aid reuse and salvage planning efforts.
- 20 • A delivery schedule for review and submittal of the Reuse and Salvage
21 Feasibility Assessment will be developed in coordination with the
22 consulting parties.
- 23 • Activities considered by the Reuse and Salvage Feasibility Assessment may
24 include:
 - 25 – Incorporating components of the property into the Program design and
26 Interpretation Program (C-II.D.1) and provide opportunities for
27 consulting parties to provide input as the design progresses;
 - 28 – Making available for purchase and relocation components of the
29 property to the public; and
 - 30 – Consulting with consulting parties to make availability of this property
31 known through appropriate media and will keep the consulting parties
32 apprised of any expressions of interest by the public.

- WSDOT and ODOT will oversee implementation of the following scope of work:
 - WSDOT and ODOT, in coordination with FHWA and FTA, will deliver the draft Reuse and Salvage Feasibility Assessment for review by DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
 - WSDOT and ODOT will incorporate comments where appropriate and deliver the final Reuse and Salvage Feasibility Assessment to FHWA and FTA.
 - WSDOT and ODOT will distribute the final assessment to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
- The final Reuse and Salvage Feasibility Assessment will be completed by WSDOT and ODOT in coordination with FHWA and FTA prior to the demolition of the property. The decision to proceed with a Reuse and Salvage Plan (C-II.B.1.c.ii) will be made by WSDOT and ODOT in coordination with FHWA and FTA.

ii. Reuse and Salvage Plan

- If WSDOT and ODOT, in coordination with FHWA and FTA, determine that reuse and salvage is prudent and feasible, based upon the Reuse and Salvage Feasibility Assessment, WSDOT and ODOT will direct the preparation of a Reuse and Salvage Plan. The Reuse and Salvage Plan will be prepared and implemented prior to the demolition of the property.
- The Reuse and Salvage Plan will provide a proposed approach for reuse and salvage implementation of all or parts of the HBE Property.
- Preference will be given first to the public ownership and reuse of these materials within public spaces or structures in or adjacent to the APE and second, to public ownership and reuse of these materials within public spaces or structures outside the APE. If reuse in these manners is found to be infeasible, or additional public entities demonstrate no interest in salvage or reuse, the WSDOT and ODOT, in coordination with FHWA and FTA, will also explore the opportunity for reuse by the general public.
- Implementation of the Reuse and Salvage Plan will consider:
 - If the property is salvaged. WSDOT and ODOT will plan for and dispose of any resultant hazardous materials.

- If no party that is willing and able to reuse and salvage property components is identified within six months of WSDOT and ODOT’s initial advertising availability, WSDOT and ODOT will notify the consulting parties.
 - If no party that is willing and able to acquire and relocate the property within six months of WSDOT and ODOT’s initial advertising of availability, and the assessment and cost proposal has determined salvage is feasible, WSDOT and ODOT will deconstruct the structure and will ensure that small structural elements are available for reuse and will make availability of these elements known through appropriate media.
 - WSDOT and ODOT will oversee the implementation of the following scope of work:
 - WSDOT and ODOT will deliver the draft Reuse and Salvage Plan for review by FHWA and FTA, DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
 - WSDOT and ODOT will incorporate comments where appropriate and deliver the final Reuse and Salvage Plan to FHWA and FTA.
 - WSDOT and ODOT will distribute the final Reuse and Salvage Plan to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
3. Harbor Shops, 11915 North Center Avenue, Portland, Oregon
- a) Oregon State Level Documentation.
 - i. WSDOT and ODOT, in coordination with FHWA and FTA, will select WSDOT and/or ODOT agency staff, a consultant, or a combination of both to perform the scope of work listed for Oregon State Level Documentation.
 - ii. In addition to those required for the completion of all other treatment measures included in this Attachment, the Oregon State Level Documentation will comply with the following standards and guidelines:
 - *The Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*; and
 - *Oregon SHPO Guidelines for Historic Resource Surveys in Oregon*.

- 1 iii. WSDOT and ODOT will oversee implementation of the following scope of
2 work:
- 3 • WSDOT and ODOT will compile research for Oregon State Level
4 Documentation;
 - 5 • WSDOT and ODOT will complete fieldwork for Oregon State Level
6 Documentation according to Oregon SHPO standards;
 - 7 • WSDOT and ODOT will deliver draft documentation for review by FHWA
8 and FTA, Oregon SHPO, NPS, the Tribes, and the other consulting parties;
9 and
 - 10 • WSDOT and ODOT will incorporate comments where appropriate and, in
11 coordination with FHWA and FTA, submit final Oregon State Level
12 Documentation to Oregon SHPO, as well as interested local libraries and
13 archives. When this submittal is complete, WSDOT and ODOT will notify
14 and distribute the final document to the Tribes, and the other consulting
15 parties.
- 16 iv. The draft documentation will be submitted to Oregon SHPO for review and
17 finalization prior to the demolition of the property.
- 18 b) Historic Materials Reuse and Salvage.
- 19 i. Reuse and Salvage Feasibility Assessment
- 20 • WSDOT and ODOT, in coordination with FHWA and FTA, will hire a
21 contractor to prepare the Reuse and Salvage Feasibility Assessment.
 - 22 • The Reuse and Salvage Feasibility Assessment will include a cost proposal
23 and recommendations regarding prudence and feasibility of reuse and
24 salvage.
 - 25 • A delivery schedule for review and submittal of the Reuse and Salvage
26 Feasibility Assessment will be developed in coordination with the
27 consulting parties.
 - 28 • Activities considered by the Reuse and Salvage Feasibility Assessment may
29 include:
 - 30 – Incorporating components of the property into the Program design and
31 provide opportunities for consulting parties to provide input as the
32 design progresses;

- Making available for purchase and relocation components of the property to the public; and
 - Consulting with consulting parties to make availability of this property known through appropriate media and will keep the consulting parties apprised of any expressions of interest by the public.
 - WSDOT and ODOT will oversee implementation of the following scope of work:
 - WSDOT and ODOT, in coordination with FHWA and FTA, will deliver the draft Reuse and Salvage Feasibility Assessment for review by Oregon SHPO, NPS, the Tribes, and the other consulting parties.
 - WSDOT and ODOT will incorporate comments where appropriate and deliver the final Reuse and Salvage Feasibility Assessment to FHWA and FTA.
 - WSDOT and ODOT will distribute the final assessment to Oregon SHPO, NPS, the Tribes, and the other consulting parties.
 - The final Reuse and Salvage Feasibility Assessment will be completed by WSDOT and ODOT in coordination with FHWA and FTA prior to the demolition of the property. The decision to proceed with a Reuse and Salvage Plan (C-II.B.1.c.ii) will be made by WSDOT and ODOT in coordination with FHWA and FTA.
- ii. Reuse and Salvage Plan
- If WSDOT and ODOT, in coordination with FHWA and FTA, determine that reuse and salvage is prudent and feasible, based upon the Reuse and Salvage Feasibility Assessment, WSDOT and ODOT will direct the preparation of a Reuse and Salvage Plan. The Reuse and Salvage Plan will be prepared and implemented prior to the demolition of the property.
 - The Reuse and Salvage Plan will provide a proposed approach for reuse and salvage implementation of all or parts of the HBE Property.
 - Preference will be given first to the public ownership and reuse of these materials within public spaces or structures in or adjacent to the APE and second, to public ownership and reuse of these materials within public spaces or structures outside the APE. If reuse in these manners is found to be infeasible, or additional public entities demonstrate no interest in

1 salvage or reuse, the WSDOT and ODOT, in coordination with FHWA and
2 FTA, will also explore the opportunity for reuse by the general public.

- 3 • Implementation of the Reuse and Salvage Plan will consider:
 - 4 – If the property is salvaged. WSDOT and ODOT will plan for and
5 dispose of any resultant hazardous materials.
 - 6 – If no party that is willing and able to reuse and salvage property
7 components is identified within six months of WSDOT and ODOT's
8 initial advertising availability, WSDOT and ODOT will notify the
9 consulting parties.
 - 10 – If no party that is willing and able to acquire and relocate the property
11 within six months of WSDOT and ODOT's initial advertising of
12 availability, and the assessment and cost proposal has determined
13 salvage is feasible, WSDOT and ODOT will deconstruct the building
14 and will ensure that architectural elements such as doors, windows,
15 moldings, and the like are available for reuse, and will make
16 availability of these elements known through appropriate media.
- 17 • WSDOT and ODOT will oversee the implementation of the following
18 scope of work:
 - 19 – WSDOT and ODOT will deliver the draft Reuse and Salvage Plan for
20 review by FHWA and FTA, Oregon SHPO, NPS, the Tribes, and the
21 other consulting parties.
 - 22 – WSDOT and ODOT will incorporate comments where appropriate and
23 deliver the final Reuse and Salvage Plan to FHWA and FTA.
 - 24 – WSDOT and ODOT will distribute the final Reuse and Salvage Plan to
25 DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting
26 parties.

27 4. Jantzen Beach Water Tank, North Center Avenue and North Jantzen Avenue, Portland,
28 Oregon

29 a) Oregon State Level Documentation.

- 30 i. WSDOT and ODOT, in coordination with FHWA and FTA, will select
31 WSDOT and/or ODOT agency staff, a consultant, or a combination of both to
32 perform the scope of work listed for Oregon State Level Documentation.

1 ii. In addition to those required for the completion of all other treatment measures
2 in this Attachment, the Oregon State Level Documentation will comply with
3 the following standards and guidelines:

- 4 • *The Secretary of the Interior's Standards and Guidelines for Architectural*
5 • *and Engineering Documentation; and*
- 6 • *Oregon SHPO Guidelines for Historic Resource Surveys in Oregon.*

7 iii. The scope of work for Oregon State Level Documentation will consist of the
8 following:

- 9 • WSDOT and ODOT will compile research for Oregon State Level
10 Documentation;
- 11 • WSDOT and ODOT will complete fieldwork for Oregon State Level
12 Documentation according to Oregon SHPO standards;
- 13 • WSDOT and ODOT will deliver draft documentation for review by FHWA
14 and FTA, Oregon SHPO, NPS, the Tribes, and the other consulting parties;
15 and
- 16 • WSDOT and ODOT will incorporate comments where appropriate and, in
17 coordination with FHWA and FTA, submit final Oregon State Level
18 Documentation to Oregon SHPO, as well as interested local libraries and
19 archives. When this submittal is complete, WSDOT and ODOT will notify
20 and distribute the final document to DAHP, Oregon SHPO, NPS, the
21 Tribes, and the other consulting parties.

22 iv. The draft documentation shall be finalized prior to the demolition of the
23 property.

24 b) Historic Materials Reuse and Salvage.

25 i. Reuse and Salvage Feasibility Assessment

- 26 • WSDOT and ODOT, in coordination with FHWA and FTA, will hire a
27 contractor to prepare the Reuse and Salvage Feasibility Assessment.
- 28 • The Reuse and Salvage Feasibility Assessment will include a cost proposal
29 and recommendations regarding prudence and feasibility of reuse and
30 salvage.

- A delivery schedule for review and submittal of the Reuse and Salvage Feasibility Assessment will be developed in coordination with the consulting parties.
- Activities considered by the Reuse and Salvage Feasibility Assessment may include:
 - Incorporating components of the property into the Program design and provide opportunities for consulting parties to provide input as the design progresses;
 - Making available for purchase and relocation components of the property to the public;
 - Consulting with consulting parties to make availability of this property known through appropriate media and will keep the consulting parties apprised of any expressions of interest by the public.
- WSDOT and ODOT will oversee implementation of the following scope of work:
 - WSDOT and ODOT, in coordination with FHWA and FTA, will deliver the draft Reuse and Salvage Feasibility Assessment for review by Oregon SHPO, NPS, the Tribes, and the other consulting parties.
 - WSDOT and ODOT will incorporate comments where appropriate and deliver the final Reuse and Salvage Feasibility Assessment to FHWA and FTA.
 - WSDOT and ODOT will distribute the final assessment to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
- The final Reuse and Salvage Feasibility Assessment will be completed by WSDOT and ODOT, in coordination with FHWA and FTA, prior to the demolition of the property. The decision to proceed with a Reuse and Salvage Plan (C-II.B.1.c.ii) will be made by WSDOT and ODOT, in coordination with FHWA and FTA.

ii. Reuse and Salvage Plan

- If WSDOT and ODOT, in coordination with FHWA and FTA, determine that reuse and salvage is prudent and feasible, based upon the Reuse and Salvage Feasibility Assessment, WSDOT and ODOT will direct the

1 preparation of a Reuse and Salvage Plan. The Reuse and Salvage Plan will
2 be prepared and implemented prior to the demolition of the property.

- 3 • The Reuse and Salvage Plan will provide a proposed approach for reuse
4 and salvage implementation of all or parts of the HBE Property.
- 5 • Preference will be given first to the public ownership and reuse of these
6 materials within public spaces or structures in or adjacent to the APE and
7 second, to public ownership and reuse of these materials within public
8 spaces or structures outside the APE. If reuse in these manners is found to
9 be infeasible, or additional public entities demonstrate no interest in
10 salvage or reuse, the WSDOT and ODOT, in coordination with FHWA and
11 FTA, will also explore the opportunity for reuse by the general public.
- 12 • Implementation of the Reuse and Salvage Plan will consider:
 - 13 – If the property is salvaged. WSDOT and ODOT will plan for and
14 dispose of any resultant hazardous materials.
 - 15 – If no party that is willing and able to reuse and salvage property
16 components is identified within six months of WSDOT and ODOT's
17 initial advertising availability, WSDOT and ODOT will notify the
18 consulting parties.
 - 19 – If no party that is willing and able to acquire and relocate the property
20 within six months of WSDOT and ODOT's initial advertising of
21 availability, and the assessment and cost proposal has determined
22 salvage is feasible, WSDOT and ODOT will deconstruct the structure
23 and will ensure that small structural elements are available for reuse
24 and will make availability of these elements known through appropriate
25 media.
- 26 • WSDOT and ODOT will oversee the implementation of the following
27 scope of work:
 - 28 – WSDOT and ODOT will deliver the draft Reuse and Salvage Plan for
29 review by FHWA and FTA, Oregon SHPO, NPS, the Tribes, and the
30 other consulting parties.
 - 31 – WSDOT and ODOT will incorporate comments where appropriate and
32 deliver the final Reuse and Salvage Plan to FHWA and FTA.

- WSDOT and ODOT will distribute the final Reuse and Salvage Plan to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.

5. Jantzen Beach Moorage, 1501 North Jantzen Avenue, 1525–2055 North Jantzen Avenue, Portland, Oregon

a) Oregon State Level Documentation.

- i. WSDOT and ODOT, in coordination with FHWA and FTA, will select WSDOT and/or ODOT agency staff, a consultant, or a combination of both to perform the scope of work listed for Oregon State Level Documentation.

- ii. In addition to those required for the completion of all other treatment measures included in this Attachment, the Oregon State Level Documentation will comply with the following standards and guidelines:

- *The Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*; and

- *Oregon SHPO Guidelines for Historic Resource Surveys in Oregon*.

- iii. The scope of work for Oregon State Level Documentation will consist of the following:

- WSDOT and ODOT will compile research for Oregon State Level Documentation;

- WSDOT and ODOT will complete fieldwork for Oregon State Level Documentation according to SHPO standards;

- WSDOT and ODOT will deliver draft documentation for review by FHWA and FTA, DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties; and

- WSDOT and ODOT will incorporate comments where appropriate and, in coordination with FHWA and FTA, submit final Oregon State Level Documentation to Oregon SHPO, as well as interested local libraries and archives. When this submittal is complete, WSDOT and ODOT will notify and distribute the final document to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.

- iv. The draft documentation shall be finalized prior to the partial demolition of the property.

1 6. Normandy Apartments, 318 East 7th Street, Vancouver, Washington

2 a) Modified Locally Preferred Alternative without I-5 Shifted West

3 i. DAHP Level II Documentation.

- 4 • WSDOT and ODOT, in coordination with FHWA and FTA, will select
5 WSDOT and/or ODOT agency staff, a consultant, or a combination of both
6 to perform the scope of work listed for DAHP Level II Documentation.
- 7 • In addition to those required for the completion of all treatment measures,
8 the DAHP Level II Documentation will comply with the following
9 standards and guidelines:
 - 10 – *The Secretary of the Interior's Standards and Guidelines for*
11 *Architectural and Engineering Documentation; and*
 - 12 – *Washington State Standards for Cultural Resource Reporting.*
- 13 • WSDOT and ODOT will oversee the implementation of the following
14 scope of work:
 - 15 – WSDOT and ODOT will compile research for DAHP Level II
16 Documentation;
 - 17 – WSDOT and ODOT will complete fieldwork for DAHP Level II
18 Documentation according to DAHP standards;
 - 19 – WSDOT and ODOT will deliver draft documentation for review by
20 FHWA and FTA, DAHP, NPS, the Tribes, and the other consulting
21 parties; and
 - 22 – WSDOT and ODOT will incorporate comments where appropriate and,
23 in coordination with FHWA and FTA, submit final DAHP Level II
24 Documentation to DAHP, as well as interested local libraries and
25 archives. When this submittal is complete, WSDOT and ODOT will
26 notify and distribute the final document to DAHP, Oregon SHPO, NPS,
27 the Tribes, and the other consulting parties.
- 28 • The draft documentation shall be finalized prior to the alteration of the
29 property.

30 ii. Secretary of the Interior (SOI)-compatible Window Replacements/Storm
31 Windows.

- Improvements to the window apertures of the Normandy Apartments are required to mitigate for adverse effects to the building's integrity of setting.
- Window Installation Assessment.
 - WSDOT and ODOT, in coordination with FHWA and FTA, will hire a contractor to prepare a window replacement/storm window Installation Assessment.
 - A delivery schedule for review and submittal of the Window Installation Assessment will be based upon coordination between WSDOT and ODOT and FHWA, FTA, DAHP, and the property owner.
 - The Window Installation Assessment may include:
 - A cost proposal;
 - Identification of proposed methods;
 - Window replacement/storm window installation locations;
 - Specifications for SOI-compatible window replacements/storm windows; and
 - Confirmation that window replacements/storm windows will meet or surpass federal, state, and local noise abatement criteria as defined in the *Noise and Vibration Technical Report*.
 - The Window Installation Assessment will include an approach for monitoring to ensure compliance with the requirements set forth in the Window Installation Assessment and reporting on the implementation of the window replacement/storm window installation.
 - In addition to the standards and guidelines required for the completion of all treatment measures, the Window Installation Assessment will consider the following standards and guidelines:
 - *The Secretary of the Interior's Standards for the Treatment of Historic Properties*;
 - *Preservation Brief 9: The Repair of Historic Wooden Windows*;
 - *Washington State Advisory Council's Standards for The Rehabilitation And Maintenance Of Historic Properties*; and
 - *DAHP Window Preservation Guidance*.

- WSDOT and ODOT will oversee implementation of the following scope of work:
 - WSDOT and ODOT, in coordination with FHWA and FTA, will deliver the draft Window Installation Assessment for review by DAHP, the City of Vancouver, the Clark County Historic Preservation Commission, and the property owner.
 - WSDOT and ODOT, in coordination with FHWA and FTA, will consider comments on the Window Installation Assessment before determining the appropriateness of the proposed changes and delivering the final Window Installation Assessment to FHWA and FTA.
- The final Window Installation Assessment will be completed by WSDOT and ODOT in coordination with FHWA and FTA in sufficient time that the installation of the window replacements/storm windows will be completed prior to Program construction coming within 200 feet of the building footprint.
- Window Replacements/Storm Window Installation.
 - Upon finalization of the Window Installation Assessment, WSDOT and ODOT will provide the property owner or WSDOT or ODOT contractor with funding to implement the agreed-upon proposal from the Window Installation Assessment, in an amount not to exceed the finalized Window Installation Assessment’s cost estimate.
 - The final installation of the window replacements/storm windows will be completed prior to the start of Program construction for windows within 200 feet of the Normandy Apartment’s property boundary. Following completion of window installation, the monitoring and reporting agreed upon in the Window Installation Assessment shall begin.
- iii. SOI-compatible HVAC Equipment Installation Assessment.
 - Improvements to the HVAC equipment of the Normandy Apartments are required to mitigate for adverse effects to the building’s integrity of setting.
 - WSDOT and ODOT, in coordination with FHWA and FTA, will hire a contractor to prepare the HVAC Equipment Installation Assessment.
 - The HVAC Equipment Installation Assessment may include:

- A cost proposal;
- Identification of proposed methods;
- HVAC installation locations;
- Specifications for SOI-compatible HVAC equipment and air circulation methods; and
- Confirmation that HVAC equipment installation will meet or surpass air circulation and ventilation standards set by existing operable sash windows.
- A delivery schedule for review and submittal of the HVAC Equipment Installation Assessment will be based upon coordination with WSDOT, ODOT, and the property owner.
- The HVAC Equipment Installation Assessment will include an approach for monitoring and reporting on the implementation of the HVAC installation.
- In addition to the standards and guidelines required for the completion of all treatment measures, the HVAC Equipment Installation Assessment will consider the following standards and guidelines:
 - *The Secretary of the Interior's Standards for the Treatment of Historic Properties*; and
 - *Washington State Advisory Council's Standards for The Rehabilitation and Maintenance of Historic Properties*.
- WSDOT and ODOT will oversee implementation of the following scope of work:
 - WSDOT and ODOT, in coordination with FHWA and FTA, will deliver the draft HVAC Equipment Installation Assessment for review by DAHP, the City of Vancouver, the Clark County Historic Preservation Commission, and the property owner.
 - WSDOT and ODOT, in coordination with FHWA and FTA, will consider comments on the HVAC Equipment Installation Assessment before determining the appropriateness of the proposed changes and delivering the final HVAC Equipment Installation Assessment to FHWA and FTA.

- The final HVAC Equipment Installation Assessment will be completed by WSDOT and ODOT in coordination with FHWA and FTA in sufficient time that the HVAC installation will be completed prior to Program construction coming within 200 feet of the Normandy Apartment building footprint.
- HVAC installation
 - Upon finalization of the HVAC Equipment Installation Assessment, WSDOT and ODOT will provide the property owner or ODOT or WSDOT's contractor with funding to implement the agreed-upon proposal from the HVAC Equipment Installation Assessment, in an amount not to exceed the finalized HVAC Equipment Installation Assessment's cost estimate.
 - The final installation of the HVAC equipment will be completed prior to Program construction coming within 200 feet of the Normandy Apartment building footprint and will include the monitoring and reporting agreed upon in the HVAC Equipment Installation Assessment.

b) Modified Locally Preferred Alternative with I-5 Shifted West

i. DAHP Level II Documentation.

- WSDOT and ODOT, in coordination with FHWA and FTA, will select WSDOT and/or ODOT agency staff, a consultant, or a combination of both to perform the scope of work listed for DAHP Level II Documentation.
- In addition to those required for the completion of all treatment measures, the DAHP Level II Documentation will comply with the following standards and guidelines:
 - *The Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*; and
 - *Washington State Standards for Cultural Resource Reporting*.
- WSDOT and ODOT will oversee the implementation of the following scope of work:
 - WSDOT and ODOT will compile research for DAHP Level II Documentation;

- WSDOT and ODOT will complete fieldwork for DAHP Level II Documentation according to DAHP standards;
 - WSDOT and ODOT will deliver draft documentation for review by FHWA and FTA, DAHP, NPS, the Tribes, and the other consulting parties; and
 - WSDOT and ODOT will incorporate comments where appropriate and, in coordination with FHWA and FTA, submit final DAHP Level II Documentation to DAHP, as well as interested local libraries and archives. When this submittal is complete, WSDOT and ODOT will notify and distribute the final document to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
 - The draft documentation shall be finalized prior to the alteration of the property.
- ii. Historic Building Relocation or Historic Materials Reuse and Salvage.
- Relocation, Reuse, and Salvage Feasibility Assessment
 - WSDOT and ODOT, in coordination with FHWA and FTA, will hire a contractor to prepare the Relocation, Reuse, and Salvage Feasibility Assessment.
 - The Relocation, Reuse, and Salvage Feasibility Assessment will include a cost proposal and recommendations regarding prudence and feasibility of relocation, reuse, and salvage.
 - A delivery schedule for review and submittal of the Reuse and Salvage Feasibility Assessment will be developed in coordination with the consulting parties.
 - Activities considered by the Relocation, Reuse, and Salvage Feasibility Assessment may include:
 - The relocation of the historic building to a new permanent tax lot;
 - Incorporating components of the property into the Program design and provide opportunities for consulting parties to provide input as the design progresses;
 - Making available for purchase and relocation components of the property to the public; and

- 1 ■ Consulting with Consulting Parties to make availability of this
2 property known through appropriate media and keeping the
3 Consulting Parties apprised of any expressions of interest by the
4 public.
- 5 – WSDOT and ODOT will oversee implementation of the following
6 scope of work:
 - 7 ■ WSDOT and ODOT, in coordination with FHWA and FTA, will
8 deliver the draft Relocation, Reuse, and Salvage Feasibility
9 Assessment for review by DAHP, NPS, the Tribes, and the other
10 consulting parties.
 - 11 ■ WSDOT and ODOT will incorporate comments where appropriate
12 and deliver the final Relocation, Reuse, and Salvage Feasibility
13 Assessment to FHWA and FTA.
 - 14 ■ WSDOT and ODOT will distribute the final Relocation, Reuse, and
15 Salvage Feasibility Assessment to DAHP, Oregon SHPO, NPS, the
16 Tribes, and the other consulting parties.
- 17 – The final Relocation, Reuse, and Salvage Feasibility Assessment will
18 be completed by WSDOT and ODOT in coordination with FHWA and
19 FTA prior to the potential demolition of the property. The decision to
20 proceed with a Relocation Plan or Reuse and Salvage Plan (C-
21 II.B.7.c.ii) will be made by WSDOT and ODOT in coordination with
22 FHWA and FTA.
- 23 • Relocation Plan or Reuse and Salvage Plan
 - 24 – If WSDOT and ODOT, in coordination with FHWA and FTA,
25 determine that reuse and salvage is prudent and feasible, based upon the
26 Reuse and Salvage Feasibility Assessment, WSDOT and ODOT will
27 direct the preparation of a Reuse and Salvage Plan. The Relocation Plan
28 or Reuse and Salvage Plan will be prepared and implemented prior to
29 the demolition of the property.
 - 30 – The Relocation Plan will provide a proposed approach for relocating
31 the HBE Property.
 - 32 – The Reuse and Salvage Plan will provide a proposed approach for reuse
33 and salvage implementation of all or parts of the HBE Property.
 - 34 – Preference will be given first to the public ownership and relocation or
35 reuse of the building and/or its materials within public spaces or

1 structures in or adjacent to the APE and second, to public ownership
2 and reuse of the building and/or its materials within public spaces or
3 structures outside the APE. If relocation or reuse in these manners is
4 found to be infeasible, or additional public entities demonstrate no
5 interest in relocation or reuse and salvage, WSDOT and ODOT, in
6 coordination with FHWA and FTA, will also explore the opportunity for
7 relocation or reuse by the general public.

8 – Implementation of the Relocation Plan or Reuse and Salvage Plan will
9 consider:

- 10 ■ If the property is salvaged. WSDOT and ODOT will plan for and
11 dispose of any resultant hazardous materials.
- 12 ■ If no party that is willing and able to relocate the property or reuse
13 and salvage property components is identified within six months of
14 WSDOT and ODOT's initial advertising availability, WSDOT and
15 ODOT will notify the consulting parties.
- 16 ■ If no party is identified that is willing and able to acquire and
17 relocate the property within six months of WSDOT and ODOT's
18 initial advertising of availability, and the assessment and cost
19 proposal has determined salvage is feasible, WSDOT and ODOT
20 will deconstruct the building and will ensure that architectural
21 elements such as doors, windows, moldings, and the like are
22 available for reuse, and will make availability of these elements
23 known through appropriate media.

24 – WSDOT and ODOT will oversee the implementation of the following
25 scope of work:

- 26 ■ WSDOT and ODOT will deliver the draft Relocation Plan or Reuse
27 and Salvage Plan for review by FHWA and FTA, DAHP, NPS, the
28 Tribes, and the other consulting parties.
- 29 ■ WSDOT and ODOT will incorporate comments where appropriate
30 and deliver the final Relocation Plan or Reuse and Salvage Plan to
31 FHWA and FTA.
- 32 ■ WSDOT and ODOT will distribute the final Relocation or Reuse
33 and Salvage Plan to DAHP, Oregon SHPO, NPS, the Tribes, and the
34 other consulting parties.

35 7. Bridge Substation, 100 SE Columbia Street, Vancouver, Washington

1 a) DAHP Level II Documentation.

2 i. WSDOT and ODOT, in coordination with FHWA and FTA, will select
3 WSDOT and/or ODOT agency staff, a consultant, or a combination of both to
4 perform the scope of work listed for DAHP Level II Documentation.

5 ii. In addition to those required for the completion of all other treatment measures
6 included in this Attachment, the DAHP Level II Documentation will comply
7 with the following standards and guidelines:

8 • *The Secretary of the Interior's Standards and Guidelines for Architectural*
9 *and Engineering Documentation*; and

10 • *Washington State Standards for Cultural Resource Reporting*.

11 iii. WSDOT and ODOT will oversee the following scope of work:

12 • WSDOT and ODOT will compile research for DAHP Level II
13 Documentation;

14 • WSDOT and ODOT will complete fieldwork for DAHP Level II
15 Documentation according to DAHP standards;

16 • WSDOT and ODOT will deliver draft documentation for review by FHWA
17 and FTA, DAHP, NPS, the Tribes, and the other consulting parties; and

18 • WSDOT and ODOT will incorporate comments where appropriate and, in
19 coordination with FHWA and FTA, submit final DAHP Level II
20 Documentation to DAHP, as well as interested local libraries and archives.
21 When this submittal is complete, WSDOT and ODOT will notify and
22 distribute the final document to DAHP, Oregon SHPO, NPS, the Tribes,
23 and the other consulting parties.

24 iv. The draft documentation shall be finalized prior to the demolition or relocation
25 of the property.

26 b) Historic Building Relocation or Historic Materials Reuse and Salvage.

27 i. Relocation, Reuse, and Salvage Feasibility Assessment

28 • WSDOT and ODOT, in coordination with FHWA and FTA, will hire a
29 contractor to prepare the Relocation, Reuse, and Salvage Feasibility
30 Assessment.

- The Relocation, Reuse, and Salvage Feasibility Assessment will include a cost proposal and recommendations regarding prudence and feasibility of relocation, reuse, and salvage.
- A delivery schedule for review and submittal of the Reuse and Salvage Feasibility Assessment will be developed in coordination with the consulting parties.
- Activities considered by the Relocation, Reuse, and Salvage Feasibility Assessment may include:
 - The relocation of the historic building to a new permanent tax lot;
 - Incorporating components of the property into the Program design and provide opportunities for consulting parties to provide input as the design progresses;
 - Making available for purchase and relocation components of the property to the public;
 - Consulting with consulting parties to make availability of this property known through appropriate media and will keep the consulting parties apprised of any expressions of interest by the public.
- WSDOT and ODOT will oversee implementation of the following scope of work:
 - WSDOT and ODOT, in coordination with FHWA and FTA, will deliver the draft Relocation, Reuse, and Salvage Feasibility Assessment for review by DAHP, NPS, the Tribes, and the other consulting parties.
 - WSDOT and ODOT will incorporate comments where appropriate and deliver the final Relocation, Reuse, and Salvage Feasibility Assessment to FHWA and FTA.
 - WSDOT and ODOT will distribute the final Relocation, Reuse, and Salvage Feasibility Assessment to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
- The final Relocation, Reuse, and Salvage Feasibility Assessment will be completed by WSDOT and ODOT in coordination with FHWA and FTA prior to the potential demolition of the property. The decision to proceed with a Relocation Plan or Reuse and Salvage Plan (C-II.B.7.c.ii) will be made by WSDOT and ODOT in coordination with FHWA and FTA.

1 ii. Relocation Plan or Reuse and Salvage Plan

- 2 • If WSDOT and ODOT, in coordination with FHWA and FTA, determine
3 that relocation or reuse and salvage is prudent and feasible, based upon the
4 Relocation, Reuse, and Salvage Feasibility Assessment, WSDOT and
5 ODOT will direct the preparation of a Relocation Plan or Reuse and
6 Salvage Plan. The Relocation Plan or Reuse and Salvage Plan will be
7 prepared and implemented prior to the demolition of the property.
- 8 • The Relocation Plan will provide a proposed approach for relocating the
9 HBE Property.
- 10 • The Reuse and Salvage Plan will provide a proposed approach for reuse
11 and salvage implementation of all or parts of the HBE Property.
- 12 • Preference will be given first to the public ownership and relocation or
13 reuse of the building and/or its materials within public spaces or structures
14 in or adjacent to the APE and second, to public ownership and reuse of the
15 building and/or its materials within public spaces or structures outside the
16 APE. If relocation or reuse in these manners is found to be infeasible, or
17 additional public entities demonstrate no interest in relocation or reuse and
18 salvage, WSDOT and ODOT, in coordination with FHWA and FTA, will
19 also explore the opportunity for relocation or reuse by the general public.
- 20 • Implementation of the Relocation Plan or Reuse and Salvage Plan will
21 consider:
 - 22 – If the property is salvaged, WSDOT and ODOT will plan for and
23 dispose of any resultant hazardous materials.
 - 24 – If no party that is willing and able to relocate the property or reuse and
25 salvage property components is identified within six months of
26 WSDOT and ODOT's initial advertising availability, WSDOT and
27 ODOT will notify the consulting parties.
 - 28 – If no party is identified that is willing and able to acquire and relocate
29 the property within six months of WSDOT and ODOT's initial
30 advertising of availability, and the assessment and cost proposal has
31 determined salvage is feasible, WSDOT and ODOT will deconstruct
32 the building and will ensure that architectural elements such as doors,
33 windows, moldings, and the like are available for reuse, and will make
34 availability of these elements known through appropriate media.

- WSDOT and ODOT will oversee the implementation of the following scope of work:
 - WSDOT and ODOT will deliver the draft Relocation Plan or Reuse and Salvage Plan for review by FHWA and FTA, DAHP, NPS, the Tribes, and the other consulting parties.
 - WSDOT and ODOT will incorporate comments where appropriate and deliver the final Relocation Plan or Reuse and Salvage Plan to FHWA and FTA.
 - WSDOT and ODOT will distribute the final Relocation or Reuse and Salvage Plan to DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties.
- 8. Vancouver National Historic Reserve including the Vancouver National Historic Reserve Historic District, the Officers Row Historic District, the Vancouver Barracks Historic District, Fort Vancouver National Historic Site, Vancouver, Washington, and the Pearson Field Historic District, 610–1105 East 5th Street, Vancouver, Washington
 - a) Amendment to the 2007 National Register of Historic Places nomination for the Vancouver National Historic Reserve Historic District (“NRHP Amendment”).
 - i. WSDOT and ODOT, in coordination with FHWA and FTA, will select WSDOT and/or ODOT agency staff, a consultant, or a combination of both to perform the scope of work listed for the NRHP Amendment.
 - ii. Implementation of this treatment measure will also comply with the following standards and guidelines:
 - Additional guidance addendum to the National Register Bulletin *How to Complete the National Register Registration Form*;
 - *Amending National Register Documentation*;
 - *National Register Bulletin: How to Complete the National Register Registration Form*;
 - *National Register of Historic Places and National Historic Landmarks Program, Consolidated and Updated Photograph Policy*; and
 - *Washington State Standards for Cultural Resource Reporting*.
 - iii. WSDOT and ODOT will oversee the following scope of work:

1 • NRHP Amendment

- 2 – WSDOT and ODOT will conduct research for the NRHP Amendment;
- 3 – WSDOT and ODOT will complete fieldwork (inventory) for the NRHP
- 4 Amendment according to DAHP standards;
- 5 – WSDOT and ODOT will deliver the draft NRHP Amendment for
- 6 review by FHWA and FTA, DAHP, NPS, and the other consulting
- 7 parties; and
- 8 – WSDOT and ODOT will incorporate comments where appropriate and,
- 9 in coordination with FHWA and FTA, submit the final NRHP
- 10 Amendment to DAHP and NPS. When this submittal is complete,
- 11 WSDOT and ODOT will notify and distribute the final document to
- 12 Oregon SHPO, the Tribes and the other consulting parties.

13 • WISAARD Documentation

- 14 – WSDOT and ODOT will deliver draft WISAARD entries for
- 15 contributing and non-contributing resources within the VNHR for
- 16 review by FHWA and FTA, DAHP, NPS, and the other consulting
- 17 parties; and
- 18 – WSDOT and ODOT will incorporate comments where appropriate and
- 19 submit final WISAARD entries to DAHP and NPS. When this
- 20 submittal is complete, WSDOT and ODOT will notify and distribute
- 21 the final document to Oregon SHPO, the Tribes, and the other
- 22 consulting parties.

- 23 iv. WSDOT will submit the final NRHP Amendment to NPS within 5 years of
- 24 execution of this Agreement. NPS will retain responsibility for formally
- 25 submitting the final NRHP Amendment to the Keeper of the National Register.
- 26 This schedule is preliminary and may be updated based upon overall Program
- 27 delivery scheduling in accordance with Stipulation VII.A of this Agreement.

28 b) Fort Vancouver Landscape Rehabilitation.

29 i. Landscape Rehabilitation Plan

- 30 • NPS shall submit to WSDOT and ODOT an initial proposal for WSDOT
- 31 staff, ODOT staff, consultants selected by NPS, or a combination, to
- 32 prepare a Fort Vancouver Landscape Rehabilitation Plan covering the Fort

Vancouver Allée and the prairie area south of Fort Vancouver along the north side of State Route 14 (SR 14).

- Upon WSDOT and ODOT approval of the NPS proposal, WSDOT and ODOT, in coordination with FHWA and FTA, will provide funding based on the NPS proposal from preparation of the Landscape Rehabilitation Plan.
- The Landscape Rehabilitation Plan will cover, at maximum, the landscape rehabilitation area as depicted in Figure C-1.



Figure C-1. Overview showing the maximum extent to which the Fort Vancouver Landscape Rehabilitation will occur based upon NPS proposal.

- The Landscape Rehabilitation Plan may include:
 - A planting plan informed by historical documentation.
 - Coordination with WSDOT and ODOT on the installation of trees and other plantings in the WSDOT right of way within the historic footprint of the Fort Vancouver Allée to ensure compatibility with the proposed rehabilitation.
 - The Landscape Rehabilitation Plan will include an approach for regular reporting requirements on the creation of the plan and an approach for reporting on the implementation of the Landscape Rehabilitation Plan.
 - WSDOT and ODOT will oversee implementation of the following scope of work:
 - WSDOT and ODOT will provide funding based on an initial proposal submitted by NPS for WSDOT staff, ODOT staff, consultants selected by NPS, or a combination, to prepare a Fort Vancouver Landscape Rehabilitation Plan;
 - NPS will provide FHWA, FTA, WSDOT, ODOT, DAHP, the Tribes, and the other consulting parties opportunities to review and comment on the draft Landscape Rehabilitation Plan; and
 - NPS will consider comments and will provide notice to FHWA, FTA, WSDOT, and ODOT of the completion of the Landscape Rehabilitation Plan.
 - Funding to implement the Landscape Rehabilitation Plan will be provided to NPS within 5 years of execution of this Agreement.
 - A delivery schedule for review and submittal of the Landscape Rehabilitation Plan will be based upon coordination between WSDOT, ODOT, and NPS.
- ii. Landscape Rehabilitation Implementation
- Upon finalization of the Landscape Rehabilitation Plan, WSDOT and ODOT will provide NPS and/or a ODOT or WSDOT's contractor(s) with funding to implement the agreed-upon proposal in an amount not to exceed the finalized Landscape Rehabilitation Plan's cost estimate.

- NPS will complete the implementation of the Landscape Rehabilitation Project within 5 years of IBR Program construction completion within the vicinity of the Fort Vancouver Allée. This schedule is preliminary and may be updated based upon overall Program delivery scheduling in accordance with Stipulation VII.A of this Agreement.
 - A delivery schedule for the implementation of the Landscape Rehabilitation Plan will be based upon coordination between WSDOT, ODOT, and NPS.
- c) Noise screening and walls. WSDOT and ODOT will consult with NPS, DAHP, the City of Vancouver, the Tribes, and other consulting parties, to review designs for proposed noise screening or walls, as identified in Chapter 3.11 of the Final Supplemental Environmental Impact Statement. Only screening and walls adjacent to the Vancouver National Historic Reserve will be consulted upon. Consultation on designs may include vegetative screening and/or elements of the wall's design, including its materials or surface patterns.
- i. When locations for noise screen and walls are identified by Program designers, WSDOT and ODOT, in coordination with FHWA and FTA, will provide opportunities for consultation on 30%, 60%, and 90% design during quarterly consulting party meetings in accordance with Stipulation XII.A of this Agreement.

C. Program-Level Treatment Measures

Program-level treatments contribute to resolution of adverse effects to more than one affected property at a Program scale. The objective of some of the Program-level treatment measures is to enhance opportunities for future preservation actions related to HBE Properties within and adjacent to the Program's APE.

1. Interpretation Program.

- a) WSDOT and ODOT will first prepare an Interpretation Program Plan for the IBR Program (C-II.C.1.c). The Plan will detail the production of Interpretive Panels (C-II.C.1.d), Art Installations (C-II.C.1.e), Online StoryMap (C-II.C.1.f), HistoryLink and Oregon Encyclopedia articles (C-II.C.1.g), and Tour Materials (C-II.C.1.h) that have nexus with the IBR Program. The geographic extent of the Interpretation Program will be determined by FHWA and FTA, in coordination with WSDOT and ODOT, and in consultation with DAHP, Oregon SHPO, NPS, the Tribes, and other consulting parties. The content of this program will be structured to appeal to the general public and to be useful for educational purposes (e.g., it may include interactive components and activities suitable for K-12 students and educators).

b) All themes of the Interpretation Program must have a nexus to the geographic vicinity of the IBR Program. While only a limited number of interpretive themes may be reasonably included within the Interpretation Program, themes that may be addressed by the Interpretation Program might include the following:

- i. Geologic origins;
- ii. A history of the Columbia River crossings within the vicinity of the APE;
- iii. Native American lifeways;
- iv. Hudson's Bay Co. and the Pacific fur trade;
- v. Manifest Destiny and settler colonialism;
- vi. The Columbia River Bridge and its influence on regional development;
- vii. US military history in the area including conflicts with Native Americans and World War I;
- viii. Japanese American incarceration during World War II;
- ix. History of Black emigration and racial segregation;
- x. Issues of regional competition, coordination, and cooperation;
- xi. Multi-modal transportation throughout the vicinity;
- xii. Tolling on the Interstate Bridge;
- xiii. History of Hayden Island;
- xiv. The Northwest Regional style on Hayden Island;
- xv. A history of affected communities within the APE;
- xvi. Additional themes may be identified through further consultation with consulting parties during the development of the interpretation program.

c) Interpretation Program Plan.

- i. WSDOT and ODOT, in coordination with FHWA and FTA, will prepare an Interpretation Program Plan, which will document decisions regarding detailed interpretation products identified in C-II.C.1.c–g. Preparation of the Interpretation Program Plan will include a minimum of three consultation meetings (in addition to quarterly meetings held pursuant to Stipulation XII.B of this Agreement) to receive input from consulting parties on the detailed

1 scopes of work for each interpretive product within the Interpretation Program
2 Plan, including interpretive panels, art installations, online StoryMaps, online
3 encyclopedia articles, tour materials, and oral histories. As such, the
4 Interpretation Program Plan will also document the consultation process and
5 input received from DAHP, Oregon SHPO, NPS, the Tribes, and other
6 consulting parties to inform scope of work decisions by WSDOT and ODOT,
7 in coordination with FHWA and FTA. The Interpretation Program Plan will
8 also include a schedule for implementing plan elements during the Program's
9 construction. The schedule will be coordinated with construction activities and
10 packages.

11 ii. To prepare the Interpretation Program Plan, WSDOT and ODOT will conduct
12 the following scope of work:

13 • WSDOT and ODOT, in coordination with FHWA and FTA, will conduct a
14 minimum of three Interpretation Program Plan consultation meetings with
15 DAHP, Oregon SHPO, NPS, the Tribes, and other consulting parties.

16 • WSDOT and ODOT, in coordination with FHWA and FTA, will deliver a
17 draft Interpretation Program Plan for review by DAHP, Oregon SHPO,
18 NPS, the Tribes, and other consulting parties.

19 – WSDOT and ODOT will incorporate comments where appropriate and,
20 in coordination with FHWA and FTA, distribute the final Interpretation
21 Program Plan to DAHP, Oregon SHPO, NPS, the Tribes, and other
22 consulting parties.

23 d) Interpretive panels. After completion of the Interpretation Program Plan, WSDOT
24 and ODOT will hire a consultant to design, fabricate, and install up to 20
25 interpretive panels. The Interpretation Program Plan will identify the size of
26 interpretive panels, themes that will be addressed in the panels, specific locations
27 in the landscape where the panels will be placed, maintenance responsibilities for
28 the panels, and the process whereby consulting parties will be provided
29 opportunity to have input on the panel content, location, and design.

30 e) Art installation. After completion of the Interpretation Program Plan, WSDOT and
31 ODOT will seek historical or cultural related concepts highlighting connections to
32 the Columbia River and commission two interpretive art installations (one for
33 Washington and one for Oregon) through a request for proposal process, in
34 coordination with fulfillment of the Interstate Bridge reuse and salvage measures
35 (C-II.B.1.c, C-II.B.2.c), if determined feasible by WSDOT and ODOT, in
36 coordination with FHWA and FTA, and in accordance with Federal policies on
37 funding for art. The Interpretation Program Plan will identify the specific location

1 where the art installation will be placed and will outline the process whereby
2 consulting parties will be provided opportunity to have input on the design of the
3 art installation.

- 4 f) Online StoryMap. After completion of the Interpretation Program Plan, WSDOT
5 and ODOT will create one Online StoryMap, which will identify the specific scope
6 and themes for the StoryMap, as well as the process whereby consulting parties
7 will be provided the opportunity to have input on the StoryMap content and
8 design. WSDOT and ODOT will ensure that the StoryMap will be made available
9 to the public online via a website (C-II.C.1.j), or by an alternative host identified
10 through consultation and documented in the Interpretation Program Plan.
- 11 g) HistoryLink and Oregon Encyclopedia article updates. After completion of the
12 Interpretation Program Plan, WSDOT and ODOT will coordinate with HistoryLink
13 and Oregon Encyclopedia to either prepare updates or develop contracts to prepare
14 updates to existing HistoryLink and Oregon Encyclopedia articles about the
15 Interstate Bridge to reflect the impacts of the IBR Program. WSDOT and ODOT
16 will update or prepare up to four new articles. The Interpretation Program Plan will
17 identify the pages to be updated and/or themes to be addressed, as well as the
18 process whereby consulting parties will have the opportunity to provide input on
19 article content.
- 20 h) Tour materials. WSDOT and ODOT will prepare written materials for three
21 self-guided tour routes (one for pedestrian/bicycle, one for automotive, and one for
22 transit) and make these available online for individuals or groups. These tours will
23 highlight significant themes and events that occurred throughout the APE and may
24 include reference to other interpretive elements including interpretive panels, art
25 installations, online StoryMaps, and other Program-associated public interpretation
26 elements included in the Interpretation Program Plan.
- 27 i) Oral Histories. WSDOT and ODOT will record up to 10 oral histories to provide a
28 record of lived experiences within the vicinity of the APE. A process for selecting
29 qualified interviewees will be detailed within the Interpretation Program Plan.
30 After the creation of the Interpretation Program Plan, WSDOT and ODOT will
31 solicit the names of potential interviewees from consulting parties, and other
32 community connections. From these names, WSDOT and ODOT will record up to
33 10 interviews. The Interpretation Program Plan will identify the theme or themes
34 to be addressed in the interviews, as well as how these records may be embedded
35 within Interpretation Program Plan deliverables.
- 36 j) Centralized Website. WSDOT and ODOT will host a centralized website or subset
37 of an existing website to make all appropriate digital materials produced by the

1 Interpretation Program publicly accessible for the duration of the program and for
2 an additional 5 years beyond the Program's conclusion. This may also include
3 historic studies (C-II.C.2). Where possible, website materials will be also offered
4 to consulting parties, as well as interested local libraries and archives, for
5 incorporation into their collections and websites to promote these materials'
6 dissemination and longevity.

- 7 k) Book Update. WSDOT and ODOT will prepare an online pamphlet focusing on
8 the replacement of the Interstate Bridge including both the northbound and
9 southbound spans. The design and layout of the pamphlet shall be compatible with
10 the format of *The Big and Awesome Bridges of Portland & Vancouver* book. The
11 pamphlet will be made available to the public online via a website that will be
12 hosted by WSDOT or ODOT throughout the Program construction period
13 (C-II.C.1.j)

- 14 2. Historic Studies. The purpose of this treatment measure is to provide permanent
15 documentation on no more than three themes pertinent to the APE. The intended
16 outcome of this treatment measure is a series of accessible high-quality documents that
17 discuss the history and significance of different historical subjects within the APE for
18 public and professional use, and to support the materials produced through the
19 Interpretation Program (C-II.C.1).

- 20 a) The themes for historic studies may include:

- 21 i. A history of the Columbia River Bridge and its influence on regional
22 development;
23 ii. A history of the Columbia River crossings within the vicinity of the APE;
24 iii. A history of affected communities within the APE;
25 iv. A history of Hayden Island.

- 26 b) WSDOT and ODOT, in coordination with FHWA and FTA, will select WSDOT
27 and/or ODOT agency staff, a consultant, or a combination of both to perform the
28 scope of work listed for the historic studies.

- 29 c) WSDOT and ODOT will oversee the following scope of work:

- 30 i. WSDOT and ODOT will consult with consulting parties to finalize a list of
31 themes to study;
32 ii. WSDOT and ODOT will compile research for the studies;

- 1 iii. WSDOT and ODOT will complete fieldwork and archival research for studies
2 (if necessary);
- 3 iv. WSDOT and ODOT will deliver draft studies for review by FHWA, FTA,
4 DAHP, Oregon SHPO, NPS, the Tribes, and the other consulting parties; and
- 5 v. WSDOT and ODOT will submit final studies to the Oregon SHPO, and DAHP,
6 as well as interested local libraries and archives.
- 7 d) The series of historic studies will be completed during the course of the Program's
8 construction and coordinated with the Interpretation Program and centralized
9 website. WSDOT and ODOT will determine the schedule for developing these
10 historic studies within 1 year of the execution of this Agreement.

11 3. Design Input Process.

- 12 a) WSDOT and ODOT, in coordination with FHWA and FTA, will provide
13 opportunity for Consulting Parties to provide input on design development and
14 programming of the Community Connector at Evergreen, which is proposed as
15 part of the Modified Locally Preferred Alternative. This consultation will take
16 place at 30%, 60%, and 90% design and will occur during quarterly consulting
17 party meetings in accordance with Stipulation XII.B of this Agreement. WSDOT
18 and ODOT will consider design input from Consulting Parties to the maximum
19 extent practicable. WSDOT and ODOT, in coordination with FHWA and FTA,
20 retain design change authority.
- 21 b) WSDOT and ODOT, in coordination with FHWA and FTA, will provide the
22 opportunity for Consulting Parties to provide input on design development and
23 programming of the open space and pedestrian and bicycle circulation routes
24 between the Vancouver National Historic Reserve, the City of Vancouver's
25 downtown vicinity, the Columbia River waterfront, and within the bounds of
26 ODOT right-of-way on Hayden Island. This consultation will take place at 30%,
27 60%, and 90% design and will occur during quarterly consulting party meetings in
28 accordance with Stipulation XII.B of this Agreement. WSDOT and ODOT will
29 consider design input from consulting parties to the maximum extent practicable.
30 WSDOT and ODOT, in coordination with FHWA and FTA, retain design change
31 authority.
- 32 c) WSDOT and ODOT, in coordination with FHWA and FTA, will provide
33 opportunity for Consulting Parties to provide input on design development of the
34 Interstate Bridge. This consultation will take place at 30%, 60%, and 90% design
35 and will occur during quarterly consulting party meetings in accordance with
36 Stipulation XII.B of this Agreement. WSDOT and ODOT will consider design

input from consulting parties to the maximum extent practicable. WSDOT and ODOT, in coordination with FHWA and FTA, retain design change authority.

4. Vibration Monitoring. WSDOT and ODOT will conduct vibration monitoring for historic properties constructed with unreinforced masonry structural components within 200 feet of the construction footprint for the duration of Program preconstruction and construction activities.

- a) In preparation for monitoring, WSDOT and ODOT will conduct an assessment, in consultation with property owners or their designees, of the current condition of the interior and exterior of historic properties prior to construction activities.

- i. The assessment will be conducted by a professional with experience in the Secretary of the Interior's Standards for Historic Properties.

- ii. Properties to be assessed will include but are not limited to:

- House of Providence (Providence Academy), 400 East Evergreen Boulevard;
- House of Providence Kindergarten Building, 400 East Evergreen Boulevard;
- NCO Family Quarters (Building 635);
- NCO Family Quarters (Building 664); and
- Post Hospital (Building 614), 610 East 5th Street.

- iii. After construction, a post-review assessment will be conducted to identify any effects to the exterior or interior that resulted from construction activities. Effects will be resolved using the process outlined below (C-II.C.4.c-f).

- b) Monitoring and the treatment of vibration exceedances will be in accordance with vibration monitoring and mitigation procedures documented in Section 5.1.2.1 of the IBR Program *Noise and Vibration Technical Report*. This notes that;

- i. WSDOT and ODOT will require vibration monitoring to be performed by a competitively selected contractor at structures located in the vicinity of all construction areas. The vibration monitoring will be continuous and will require the installation of portable monitoring stations that can be relocated as the construction progresses. The monitors will be capable of measuring peak particle velocity (PPV) levels unattended and send data by wireless modem to Consulting Parties including the IBR Program Engineer or designee to ensure that the monitored levels do not exceed the thresholds established for each

1 monitoring location as identified by WSDOT and ODOT. The contractor shall
2 identify specific vibration monitoring locations to be used in each of the
3 different construction areas subject to WSDOT and ODOT approval. In
4 general, the vibration monitoring locations are at the property nearest to
5 construction and, when the nearest property is not historic, a second vibration
6 monitoring location will be required at the nearest HBE Property. WSDOT and
7 ODOT will develop a Noise and Vibration Monitoring Plan to document the
8 details of these requirements and associated protocols, including threshold
9 limits specifically for historic properties. This plan may be prepared by
10 WSDOT and ODOT staff or by the contractor and be subject to WSDOT and
11 ODOT approval.

12 ii. WSDOT and ODOT will provide updates on vibration monitoring within the
13 written performance reports completed quarterly in accordance with
14 Stipulation XII.A of this Agreement.

15 iii. Monitoring shall continue through the duration of Program demolition,
16 preconstruction, and construction activities.

17 c) If structural or architectural damage to HBE Properties occurs as a result of
18 Program construction, WSDOT and ODOT, in coordination with FHWA and FTA,
19 will notify DAHP and/or Oregon SHPO, as appropriate, the other Consulting
20 Parties, and the property owner, as appropriate, of the adverse effect on HBE
21 Properties, and then prepare a Treatment Plan to identify and determine any
22 necessary repairs, consistent with SOI Standards for the Treatment of Historic
23 Properties.

24 d) WSDOT and ODOT, in coordination with FHWA and FTA, will deliver the draft
25 treatment plan for review by DAHP and/or Oregon SHPO, as appropriate, NPS, the
26 Tribes, Consulting Parties, and the property owner, as appropriate.

27 e) WSDOT and ODOT will deliver the final treatment plan to FHWA and FTA after
28 considering comments from DAHP and/or Oregon SHPO, as appropriate, NPS, the
29 Tribes, Consulting Parties, and the property owner, as appropriate.

30 f) No work on the damaged property will be undertaken without full written
31 authorization from the property owner.

1 **C-III. CHANGES TO THE PROGRAM REQUIRING ADDITIONAL HBE**
2 **INVESTIGATIONS AND POST-REVIEW DISCOVERIES OF ADDITIONAL HBE**
3 **HISTORIC PROPERTIES**

4 **A. The identification of HBE Properties as a result of Program Changes, as well as the**
5 **discovery of previously unidentified HBE Properties within the APE as shown in**
6 **Attachment B (Area of Potential Effects) will be completed in accordance with**
7 **Stipulation IV.B of this Agreement.**

- 8 1. If additional investigations are warranted as a result of Program Changes pursuant to
9 Stipulation VII of this Agreement, FHWA and FTA, in coordination with WSDOT and
10 ODOT, and in consultation with DAHP and/or Oregon SHPO, as appropriate, NPS, the
11 Tribes, and Consulting Parties, will proceed first with a Baseline Survey Addendum
12 Report (Baseline Addendum) as defined by the term “baseline report” in the ODOT
13 *Historic Resources Procedural Manual* and using the methodology laid out in the
14 *Historic Built Environment Technical Report* for the original Baseline Survey (ODOT
15 2016; IBR 2024).
- 16 2. Determinations of Eligibility (DOE) forms will be prepared on IBR Section 106
17 Documentation Forms using the methodology laid out in the *Historic Built*
18 *Environment Technical Report* (IBR 2024) for newly identified properties
19 recommended as NRHP-eligible in the Baseline Addendum, as well as those that are
20 recommended as not eligible for listing in the NRHP but will be demolished by
21 Program activities. FHWA and FTA will determine the NRHP-eligibility of these
22 resources in accordance with Stipulation IV.B.2 of this Agreement.
- 23 3. For newly identified HBE Properties, the assessment of adverse effects will be
24 undertaken using an IBR Finding of Effect (FOE) form following the methodology
25 laid out in the *Historic Built Environment Technical Report* (IBR 2024).
- 26 4. Application of the criteria of adverse effect, including DAHP and Oregon SHPO
27 concurrence, as applicable, will be completed in accordance with Stipulation IV.B.3 of
28 this Agreement.

29 **B. If HBE resources are discovered within the IBR Program APE during**
30 **preconstruction and construction activities, the Cultural Resources Program**
31 **Manager (Attachment D-VIII.A), or their designee, will follow the procedures below:**

- 32 1. If a suspected HBE resource is identified, all work in the location of the discovery will
33 stop. A 100-foot buffer zone will be created to delineate the area of work stoppage.
34 The Cultural Resources Program Manager, or their designee, will evaluate whether the
35 discovery is an HBE resource within 24 hours of the discovery report. If the Cultural
36 Resources Program Manager recommends that the discovery is not an HBE resource,
37 the Cultural Resources Program Manager can authorize work to continue.

2. If the Cultural Resources Program Manager, or their designee, recommends that the discovery is an HBE resource, they will notify FHWA, FTA, DAHP, and/or Oregon SHPO of the initial HBE resource discovery. The Tribal Liaison will notify the Tribes. Notifications will be made within 24 hours. Concurrently with the notifications, the Cultural Resources Program Manager will conduct additional field investigations and research to evaluate the NRHP eligibility of the resource. Based upon this research, the Cultural Resources Program Manager will recommend to FHWA, FTA, WSDOT, and ODOT whether the HBE resource is eligible for listing in the NRHP.
3. If the HBE resource is recommended as not eligible for listing in the NRHP, FHWA and FTA will notify DAHP and/or Oregon SHPO, the Tribes, and other consulting parties of the recommendation and provide the determination of not eligible. Notification of the eligibility recommendation will be made within 24 hours of discovery. DAHP and/or Oregon SHPO will have one regular business day after notification to provide their concurrence of the determination of not eligible. If any consulting party objects, FHWA and FTA will consult with the disputing party to resolve the objection. Following consultation, FHWA and FTA will decide whether the objection merits additional actions or revisions.
4. Concurrently with coordination with FHWA, FTA, WSDOT, and ODOT, the Cultural Resources Program Manager, or their designee, will collect all information required to record the resource on a DOE form using the methodology laid out in the *Historic Built Environment Technical Report* (IBR 2024). Construction may continue when authorized in writing by the Cultural Resources Program Manager.
5. If the HBE resource is recommended eligible for listing in the NRHP, FHWA and FTA will notify DAHP and/or Oregon SHPO, the Tribes, and other consulting parties of the discovery, and provide the DOE form.
6. If determined to be eligible, the Cultural Resources Program Manager will coordinate with WSDOT and ODOT to determine if adverse effects can be avoided. Notification of the effects evaluation in writing will be within 24 hours of discovery and be accompanied by verbal notification to confirm receipt. If adverse effects can be avoided, WSDOT and/or ODOT, in coordination with FHWA and FTA, will provide documentation of avoidance and a determination of No Effect or No Adverse Effect on an FOE form to DAHP and/or Oregon SHPO, Tribes, and other consulting parties. If the consulting parties do not object within 24 hours of receiving documentation of avoidance, construction may continue when authorized in writing by the Cultural Resources Program Manager. If any consulting party objects, FHWA and FTA will consult with the disputing party to resolve the objection. Following consultation, FHWA and FTA will decide whether the objection merits additional actions or revisions. If, however, adverse effects cannot be avoided, the Cultural Resources

1 Program Manager will coordinate with FHWA and FTA, and consult with DAHP
2 and/or Oregon SHPO, the Tribes, and other consulting parties to develop a treatment
3 measure to resolve the adverse effect. The agreed-upon treatment measure will be
4 included in this Attachment C to the Programmatic Agreement, following the process
5 in Section C-IV. Construction may continue at the discovery location when authorized
6 in writing by the Cultural Resources Program Manager, and only after the agreed-upon
7 treatment measure is implemented. WSDOT and ODOT will include a discussion of
8 the discovery and any treatment measure in the quarterly reporting required under
9 Stipulation XII of this Agreement.

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