

Exhibit S  
Response to COE Question 15

**IMPACT TO HISTORIC RESOURCES**

**COE Question 15**

*"Impact to historic resources. We received one comment that the Memorandum of Agreement submitted to the Advisory Council on Historic Preservation set out several requirements regarding the historic Burlington Northern Santa Fe Railroad Depot. The commenter indicated that an addendum to the MOA was developed in November 2004 that designated a 15-foot buffer around the Depot on the north, east, and south and it was amended in 2005 to also include the west side. The commenter wrote that the Byway project as proposed would appear to violate the amended MOA by causing the removal of the historic walkway along the west side of the Depot. Please provide us your evaluation of this comment."*

*One commenter wrote that ITD plans to construct a vibration trench on the west side of the historic Depot to isolate the buildings from destructive vibrations produced during pile driving phase of construction. ITD explained the excavation for the retaining wall would likely remove most of the upper material backfilled in the isolation trench but the Depot would continue to be isolated from vibrations by the excavation. The commenter questioned how removing most of this isolation trench material would continue to protect the Depot from vibrations during construction. Please provide us your evaluation of this comment.*

**Response:**

The signed Memorandum of Agreement, included as Attachment H in ITD's letter to the Corp of Engineers dated June 7, 2005, stipulates under item 1. Treatment that a "historical architect or a professional in a related field meeting Secretary of the Interior standards and a structural engineer shall evaluate the current condition of the 10BR224 and develop a Historic Structure Report and Monitoring Plan, with review and approval by the SHPO" and "ITD will adhere to the recommendations provided in the Historic Structures Report." The final Historic Structures Report and Monitoring Plan, dated June 21, 2006 by Arrow Rock Architects, PLLC, page 21, sets forth the following recommendation for site stabilization and repairs: "The concrete curbing along the platform is in poor condition. Any earthwork nearby will collapse the crumbling curb. Remove the concrete curb and pavers at the west side of the depot. The bricks at the platform shall be salvaged and stored for reuse. At the completion of the road construction a concrete curb will be installed to match the existing profile and the pavers reinstalled in the herringbone pattern." ITD has followed the Memorandum of Agreement and SHPO reviewed and approved the Historic Structure Report and Monitoring Plan, therefore there is no violation of the Memorandum of Agreement.

The Historic Structures Report and Monitoring Plan recommended the construction of a isolation trench on the west side of the Depot at a minimum of 6 inches wide by 6 feet deep and backfilled with loose material to act as a vibration trench. The function of the

isolation trench is to isolate the depot from vibrations that are transmitted through the fill material present around the structure. Because the fill material is somewhat stiff (especially relative to the underlying clay) it can transmit vibrations. By excavating a trench, and backfilling with loose material that doesn't transmit vibrations as effectively, the vibration of the depot can be lessened. Excavation for the retaining wall will occur after the isolation trench is made. The excavation for the retaining wall will likely remove most of the upper material backfilled in the isolation trench but the absence of material will continue to isolate the depot from vibrations by the excavation. After the wall is backfilled, an isolation trench will then be reconstructed and will remain in place for the remaining construction.

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