

# SEPA ENVIRONMENTAL CHECKLIST

## ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## ***Use of checklist for nonproject proposals:***

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

## **A. Background** [\[HELP\]](#)

1. Name of proposed project, if applicable:
  - Fueling Apron Site Improvements
2. Name of applicant:
  - City of Chehalis.
3. Address and phone number of applicant and contact person:
  - Brandon Rakes, Airport Operations Coordinator  
900 NW Airport Road, Chehalis, WA 98532  
(360) 748-1230
4. Date checklist prepared:
  - July 9, 2021.
5. Agency requesting checklist:
  - The City of Chehalis.
6. Proposed timing or schedule (including phasing, if applicable):
  - The project is expected to take approximately 70 calendar days to construct (including site improvements and tank installation). Construction is expected to start in early August of 2021.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
  - At this time there are no plans for future additions.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
  - A request for Categorical Exclusion of the project for federal action subject to NEPA was submitted to FAA and was approved by FAA on 9/15/2020.
  - The Chehalis-Centralia Airport was the subject of an intensive archaeological survey in 2009 and 2010 with over 4,000 probes advanced across more than 360 acres. Several cultural resource sites have been documented to occur on the airport property and are eligible for listing on the National Register of Historic Places. The proposed project is located outside of recorded cultural sites at the Chehalis-Centralia Airport.
  - The FAA initiated Section 106 consultation with DAHP and the Chehalis Confederated Tribes and Cowlitz Indian Tribe regarding the project on June 2, 2020 (DAHP Tracking Code 2020-02-01709). FAA received concurrence on the Area of Potential Effect on June 3, 2020. An Archaeological Resources Monitoring Plan/Inadvertent Discover Plan (ARMP/IDP) was developed for the project that will be employed during construction (Attachment 1). The ARMP/IDP was based on previous ARMP/IDP used on projects at the airport that were developed and approved through consultation with DAHP and the Tribes.

- Notifications to the Washington Department of Ecology and other regulations and inspections will be followed in accordance with the requirements for permanent closure of USTs (Chapter 173-360A WAC).

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

- There are no known government approvals for other proposals or applications pending that will affect this proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

- NEPA Compliance categorical exemption was issued September 2020 – *completed*.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

- The City of Chehalis is planning installation of a new aircraft fueling system (and demo of the existing) at the Chehalis-Centralia Airport in order to enhance efficiency and functionality of airport fueling operations. The purpose of the project is to replace the existing airport fueling system, which has reached the end of its design life and is having issues. There is also increased desire for an updated system from users.

The new system would include two 12,000 gallon aboveground tanks, new and reconstructed pavement, and installation of new self-serve fueling equipment. A new underground power conduit would be trenched from the electrical equipment building to the fuel island. The project would also include drainage improvements, including a catch basin that leads to an oil/water separator before it outlets into the existing stormwater system.

Demolition of existing facilities will include the removal of existing failing pavement, removal of current aboveground dispensers and pumps and permanent closure of the existing underground storage tanks (USTs). The existing USTs are planned to be abandoned in place in accordance with Washington Department of Ecology requirements. No new underground tanks will be installed.

Two staging areas will be located in gravel and grass-covered areas currently unused for airport operations. Temporary erosion and sediment control measures will be in place and functional prior to any site disturbing activities. Access to the construction site includes a haul route for delivering and removing construction materials via NW Airport Road, which is an existing paved road on airport property that leads to the project area.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

- The Chehalis-Centralia Airport is located at 900 NW Airport Road, Chehalis, Washington, 98532. The legal description of the tax lot parcel the airport is located on is: Section 30 Township 14N Range 02W.

## B. Environmental Elements [\[HELP\]](#)

### 1. Earth [\[help\]](#)

a. General description of the site:

(circle one): Flat, ~~rolling~~, ~~hilly~~, ~~steep slopes~~, ~~mountainous~~, ~~other~~ \_\_\_\_\_

- The topography of the site is generally flat.

b. What is the steepest slope on the site (approximate percent slope)?

- The steepest slope within the project limits is approximately 5% or less. The majority of the site has a slope of 2% or less.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

- The soils at the project site are composed of sand, clay and silts.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

- There is no known history of unstable soils on or in the vicinity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

- The purpose of the project is to replace the existing aircraft fueling system as it has reached the end of its design life.

The estimated quantity of fill is 800 cubic yards that consists mainly of pavement base and subbase aggregate. The aggregate fill will be obtained from offsite stockpiled material that meet specification requirements. The estimated area of grading for the project is approximately 0.24 Acres. The estimated quantity of excavation is approximately 750 Cubic Yards.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

- Appropriate erosion control measures will be employed during construction to minimize erosion and pollutant runoff. No clearing is required as the project site is already developed and paved. During construction the project will adhere to a Stormwater Pollution Prevention Plan (SWPPP), which will include Best Management Practices (BMPs) to minimize erosion and turbidity.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

- The project will not result in any net increase in impervious surface. Nearly 100% of the site is currently paved over with asphalt. While some areas of the asphalt are being replaced, the area of impervious paving will remain the same post construction.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
- During construction the project will adhere to a Stormwater Pollution Prevention Plan (SWPPP), which will include Best Management Practices (BMPs) to minimize erosion and turbidity.

## 2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.
- During construction there will likely be some dust and exhaust fumes from construction equipment and materials. The completed project will not result in any increased air emissions.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
- There are no off-site sources of emissions or odor that may affect the proposal.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any:
- The site contractor will be responsible for controlling dust impacts during construction. Construction air quality emissions from operation of vehicles, equipment and installation of pavement will be minimized by utilization of construction safety plans, personal protective equipment, and BMPs.

## 3. Water [\[help\]](#)

### a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
  - There are no water resources within the project area. A drainage swale is located on the west side of the property, which flows north into Airport Lake, and ultimately outfalls to the Chehalis River.
- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
  - Work will not occur over or in any water body. Portions of the work will occur within 200 feet of the drainage swale located on the west side of the property. There is no work proposed within 200 feet of a designated shoreline of the state.
- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
  - Project does not include any fill or dredge material from surface waters of the state or wetlands
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

- The project does not include surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

- The Chehalis-Centralia Airport property property lies entirely within the 100-year floodplain of the Chehalis River (FIRM Panel 1361C, Map Number 5301041361C). A flood protection levee, which surrounds three-quarters of the airport, was improved in 2014 to provide greater protection to the airport and businesses east of the airport from flooding events.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

- No discharges of waste materials to surface waters are proposed.

b. Ground Water: [\[help\]](#)

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

- No.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

- None known, project does not include this type of work.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

- During precipitation events impervious and pervious surfaces on the subject property result in stormwater runoff. No net increase in impervious surfaces is proposed in conjunction with the improvements. Stormwater runoff will be collected and conveyed to the existing drainage swale on the west side of the Airport property, flow north into Airport Lake, and ultimately outfall to the Chehalis River.

The project will use BMPs in the construction of the proposed improvements. During construction, the project will adhere to a SWPPP which will include BMPs to minimize erosion and turbidity during construction

2) Could waste materials enter ground or surface waters? If so, generally describe.

- It is unlikely that any waste material would enter ground or surface waters. Existing underground storage tanks will be decommissioned and surrounding soils tested in accordance with Washington Department of Ecology standards. New aboveground storage tanks will be located on impervious surfaces and any potential fuel runoff will be directed through the new oil/water separator catch basin before it outlets into the

existing stormwater system. Construction BMP's will also be employed to minimize erosion and pollutant runoff.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

- The proposed activities will improve overall site drainage but will not significantly alter the existing drainage patterns or pervious nature of the site. Ultimately all site drainage will follow the existing flow routing.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

- The project will use BMPs in the construction of the proposed improvements. During construction, the project will adhere to a SWPPP which will include BMPs to minimize erosion and turbidity during construction. The project will not significantly alter existing stormwater collection or conveyance.

#### 4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

- A small amount of vegetation (grass) will be removed and/or altered as the result of the proposed development (trenching). Prior to project completion all exposed soils will be reseeded.

c. List threatened and endangered species known to be on or near the site.

- There are no known endangered plant species in the project area.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

- All exposed soils will be permanently stabilized using approved BMP techniques such as seeding.

e. List all noxious weeds and invasive species known to be on or near the site.

- None known.

## 5. **Animals** [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:  
mammals: deer, bear, elk, beaver, other:  
fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

- b. List any threatened and endangered species known to be on or near the site.
- The project area does not contain suitable habitat for federal or state-listed, threatened, endangered or candidate species. No listed species are likely to be impacted by the project. Stormwater ultimately discharges into the Upper Chehalis River, which is used by some listed salmonids for migration purposes (StreamNet 2020).
- c. Is the site part of a migration route? If so, explain.
- There is no suitable nesting habitat for species of birds protected by the Migratory Bird Treaty Act. The closest waterfowl habitat is over 500 ft from the construction site and construction traffic and activities will not overlap (WDFW 2020). In addition, the airport has a wildlife hazard management plan to prevent birds from nesting on airport property. No birds will be required to be taken during the construction process.
- d. Proposed measures to preserve or enhance wildlife, if any:
- Construction will comply with applicable local, state, and federal regulations.  
During construction, the project will adhere to a SWPPP, which will include BMPs to minimize erosion and turbidity during construction.
- e. List any invasive animal species known to be on or near the site.
- None known.

## 6. **Energy and Natural Resources** [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.
- Gasoline and diesel fuels will be used to power the construction equipment.  
The existing fuel system to be replaced is powered by electricity. The new fuel system will also be powered by electricity.
- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
- This project is not anticipated to affect the potential use of solar energy by adjacent properties.
- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:



- Not applicable, the existing fuel system will be replaced with a new fuel system meeting State and FAA requirements.

## 7. **Environmental Health** [\[help\]](#)

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

- 1) Describe any known or possible contamination at the site from present or past uses.
  - There are no known contaminants within the proposed project work limits from present or past uses. The construction will take place in an area that contains existing underground fuel tanks and will include the placement of new above ground fuel tanks. Washington Department of Ecology regulations for soil testing and inspection of underground storage tanks to be decommissioned will be adhered to.
- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.
  - The existing underground storage tanks are currently planned to be retired in place in accordance with Washington Department of Ecology guidelines. If in the DOE process it is determined that the tanks need to be removed, they will be disposed of according to all appropriate laws and procedures.
- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
  - The project will install two new aboveground 12,000 gallon fuel tanks. One tank will contain Jet-A fuel, the other will contain Avgas (100 LL).
- 4) Describe special emergency services that might be required.
  - No special emergency services are anticipated. In the event of an emergency, first responders (Fire Department or EMTs) would be contacted.
- 5) Proposed measures to reduce or control environmental health hazards, if any:
  - Any use of hazardous materials during construction or operation would be performed according to applicable regulations, including spill prevention measures.

### b. *Noise*

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
  - There are no known noise contributors near the proposed project area that may affect this project. The project is within the existing airport perimeter.
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

- Construction noise will occur for the duration of construction activities. The construction is expected to occur during daylight hours. Noise will be generated from truck traffic and heavy equipment.

No permanent increase in noise is anticipated as a result of the project.

3) Proposed measures to reduce or control noise impacts, if any:

- Construction vehicles have muffled exhaust per state law. Construction will occur within the boundaries and adjacent to the Airport which generates noise at present.

## 8. **Land and Shoreline Use** [\[help\]](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

- The Chehalis-Centralia Airport consists of airport operations facilities, general aviation support facilities, and related service usages, including hangars, tie-down spaces, fuel service, pilot services, etc. The proposed project is situated within the existing developed perimeter of the airport and will replace the existing aircraft fueling system.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

- The land that will be affected by the project has already been developed for urban transportation use and is not currently in use as farmland. Rural or agricultural land in the vicinity will not be affected by the project. The project does not include the acquisition or conversion of farmland.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

- The project should not affect or be affected by surrounding working farm or forest land.

c. Describe any structures on the site.

- The airport site contains Runway 16-34, taxiways, aprons, buildings, and associated landside facilities. There are numerous accessory buildings associated with the airport. Surrounding the airport is additional development with associated buildings.

d. Will any structures be demolished? If so, what?

- Project will include demolition of existing pavement, above ground fuel system components, and will include either in-place decommissioning or full removal of the underground fuel storage tanks.

e. What is the current zoning classification of the site?

- The Airport is zoned as Commercial - General and Essential Public Facility by the City of Chehalis, and it is within the Airport Service District special district.

- f. What is the current comprehensive plan designation of the site?
- The current comprehensive plan designs the Airport as Airport Service District (ASD). “The ASD is a special ‘overlay’ district that provides for the appropriate development of the airport and surrounding properties. The clear intent of this designation is to ensure that development at and around the airport occurs in a manner that is compatible with the continued and expanding operation of the airport facility. The ASD contains approximately 295 acres, and encompasses the entire general area of the airport...”(City of Chehalis 2017). The ASD is divided into eight subcategories. The project site itself falls within the subcategory ASD-5. ASD-5 is identified as the “sideline safety zone”.
- g. If applicable, what is the current shoreline master program designation of the site?
- Not applicable, site does not have shoreline master program designation.
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.
- Lewis County shows the site is within the 2007 flood inundation zone and FEMA 100-year floodplain.
- i. Approximately how many people would reside or work in the completed project?
- No additional jobs will be created, and the project will not result in any additional people residing in the project location.
- j. Approximately how many people would the completed project displace?
- No people will be displaced as a result of the project.
- k. Proposed measures to avoid or reduce displacement impacts, if any:
- Not applicable, no people will be displaced.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
- No change to existing land uses is proposed. The existing land uses comply with the current underlying zoning districts.
- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:
- No change to existing land uses is proposed. The existing land uses comply with the current underlying zoning districts.

## 9. **Housing** [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
- No dwelling units are proposed.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

- No dwelling units will be eliminated.
- c. Proposed measures to reduce or control housing impacts, if any:
- None.

## **10. Aesthetics** [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
- The project does involve installation of above ground storage tanks for aircraft fuel. The tanks are approximately 12-feet tall.
- b. What views in the immediate vicinity would be altered or obstructed?
- None, the tanks are within the airport perimeter fencing and adjacent to an aircraft hangar.
- b. Proposed measures to reduce or control aesthetic impacts, if any:
- None.

## **11. Light and Glare** [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
- A modest amount of temporary light and glare could be produced during construction activities. Construction will occur within daylight hours.  
No net increase of light and glare associated with replacement of the existing fuel system is anticipated.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
- No light or glare from the finished project is anticipated to cause a safety hazard or interfere with views. The proposed facilities are allowed by FAA and are compatible with aircraft operations.
- c. What existing off-site sources of light or glare may affect your proposal?
- There are no known existing off-site sources of light or glare that would affect the proposal.
- d. Proposed measures to reduce or control light and glare impacts, if any:
- All temporary lighting will be carefully located, shielded and directed accordingly during construction activities to minimize potential light and glare impacts both on and off site.

## **12. Recreation** [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

- Recreation in the vicinity of the airport include a walking trail on the nearby levee and a golf course located to the west of Airport property.
- b. Would the proposed project displace any existing recreational uses? If so, describe.
- The project will not displace any existing recreational uses.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
- None proposed.

**13. Historic and cultural preservation** [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.
- The Chehalis-Centralia Airport was the subject of an intensive archaeological survey in 2009 and 2010 with over 4,000 probes advanced across more than 360 acres. Several cultural resource sites have been documented to occur on the airport property and are eligible for listing on the National Register of Historic Places. The project APE is located outside of recorded cultural sites at the Chehalis-Centralia Airport.
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.
- Ground disturbing activities associated with construction have the potential to expose or impact resources that are of interest to Chehalis Confederated Tribes and Cowlitz Indian Tribe. Because of this potential, the project will be monitored during construction.
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.
- A section 106 finding was required as part of the FAA environmental review process. This is included tribal consultation, archaeological resource review and coordination with various agencies. With the development and implementation of the cultural resources monitoring plan, FAA has determined that the project will have no adverse effect to historic properties under Section 106.
- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.
- While the proposed fuel island does not intersect any current identified cultural resource sites, a portion of the area was unsurveyed in the 2010 intensive archeological survey due to pre-existing impervious surfaces. Due to previous negative cultural resource survey probes in accessible portions of the project area, and the presence of impervious surfaces across the unsurveyed portions, archaeological monitoring of ground disturbance in native soils will be conducted. A project-specific Archaeological Resources Monitoring and Inadvertent Discovery Plan (ARMP/IDP) has been developed

and will be implemented during project construction. The ARMP will include recommendations on levels of effort across the project area.

#### **14. Transportation** [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.
  - Ground access to the project site is provided by airport frontage road that connects to NW Airport Road.
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?
  - Project site is not currently served by public transit.
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?
  - No parking spaces are proposed, nor will any be eliminated.
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).
  - No new roads, streets, pedestrian, bicycle, or state transportation facilities are proposed.
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
  - The project will occur within the limits of the Chehalis-Centralia Airport. Project is not anticipated to require water, rail, or air transportation to construct.
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?
  - Following construction, no increase to existing vehicular trips is anticipated to occur.
- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.
  - None known.
- h. Proposed measures to reduce or control transportation impacts, if any:
  - There are no proposed measures to reduce or control temporary transportation impacts during construction. Construction vehicles will access the site from NW Airport Road. NW Airport Road has adequate capacity to accommodate the expected vehicle traffic associated with the project elements.

**15. Public Services** [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.
  - The project will not result in an increased need for public services.
- b. Proposed measures to reduce or control direct impacts on public services, if any.
  - There are no proposed measures to reduce or control direct impacts on public services as no additional impact will result from the project.

**16. Utilities** [\[help\]](#)

- a. Circle utilities currently available at the site:  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_
  - Utilities that are located within the project limits include electricity and storm sewer.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
  - Installation of conduit and power cable to the new fuel system is included in the project. Lewis county Public Utility District is the service provider.  
Stormwater conveyance pipes and structures will also be installed in conjunction with the project.

**C. Signature** [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.



Signature: \_\_\_\_\_

Name of signee: Geoff W. Vaughn

Position and Agency/Organization: Project Manager, Precision Approach Engineering, Inc.

Date Submitted: 07/09/2021

Attachment 1. Chehalis-Centralia Airport Fuel Island Project Archaeological Resources  
Monitoring Plan & Inadvertent Discovery Plan



Final

Chehalis-Centralia Airport Fuel Island Project,  
Lewis County, Washington

**Archaeological Resources Monitoring Plan &  
Inadvertent Discovery Plan**

Prepared for

June 2020

City of Chehalis and Federal Aviation Administration





**Prepared for**  
City of Chehalis  
and  
Federal Aviation Administration

**Prepared by**  
Tom Ostrander M.Sc., and Chris Yamamoto

ESA Project No. 150790.29

DAHP Project No. 2020-02-01709



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## **1. INTRODUCTION**

Environmental Science Associates (ESA) was retained by Precision Approach Engineering, on behalf of the City of Chehalis (City), to provide cultural resources support for the Chehalis-Centralia Airport Fuel Island Project (Project). The Project is located within the City of Chehalis, in Lewis County, Washington. This Archeological Resources Monitoring Plan/Inadvertent Discovery Plan (ARMP/IDP) is being formulated in order to keep the project in compliance with relevant federal and state regulations governing the treatment of cultural resources. This is particularly important due to a high potential that construction ground disturbance will intersect precontact archaeological resources (Ostrander et al. 2020).

### **1.1 Purpose of Plan**

This ARMP/IDP establishes archaeological monitoring protocols to be used during ground disturbing construction associated with Project (Section 2). This ARMP/IDP also establishes procedures and communication for responding to any inadvertent discoveries of archaeological resources (Section 3) and human remains (Section 4). This plan is intended to provide guidance to City personnel, so they can:

- comply with applicable Federal and State laws pertaining to the treatment of archaeological resources and human remains
- describe the procedures that the City and Federal Aviation Administration (FAA), the lead federal agency, will follow to prepare for and respond to inadvertent discoveries; and
- provide direction and guidance to project personnel on the proper procedures to be followed should an inadvertent discovery occur.

Implementing the terms of this ARMP/IDP is the responsibility of Brandon Rakes, Airport Manager.

### **1.2 Regulatory Environment**

Preparation of this ARMP/IDP is being conducted to ensure compliance with applicable laws pertaining to archaeological resources. This project requires approval by the Federal Aviation Administration (FAA), making the work an undertaking subject to Section 106 of the National Historic Preservation Act (“Section 106”). The FAA is the lead federal agency for Section 106 compliance. Section 106 requires that the FAA consider the effects of this undertaking upon Historic Properties within the project’s Area of Potential Effects (APE). The City and FAA have defined the APE for the undertaking in coordination with Department of Archaeology and Historic Preservation (DAHP) and affected Tribes.

Additional laws that apply to archaeological projects conducted within the State of Washington include: Archaeological Sites and Resources Law (RCW 27.53); Indian Graves and Records Law (RCW 27.44); Human Remains Law (RCW 68.50); and Abandoned and Historic Cemeteries and Historic Graves Law (RCW 68.60).

## **1.3 Project Location and Description**

The project is located in Chehalis, Washington in Section 30 of Township 14 North, Range 2 West (Willamette meridian) on the Centralia, Washington 7.5' series topographic map (Figure 1, Figure 3). The Chehalis-Centralia Airport is located at 900 NW Airport Road, Chehalis, Lewis County, Washington 98532. The airport is bounded generally by I-5 on the east, and NW Airport Road on the north, south and west.

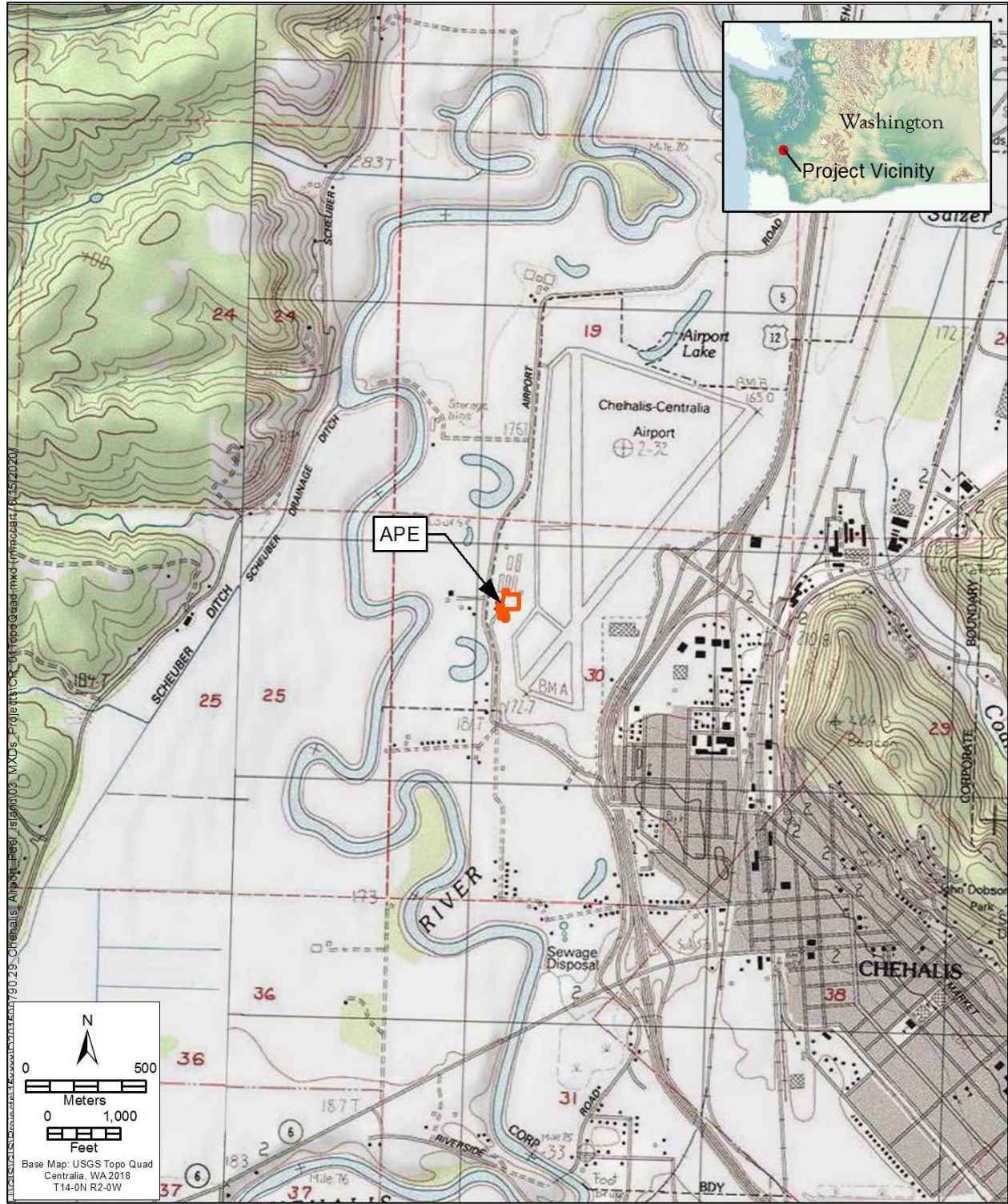
The City of Chehalis is planning to replace the aircraft fueling system at the Chehalis-Centralia Airport. The new system would include two 12,000-gallon above ground tanks, new pavement, and self-serve fueling equipment. A new power conduit would be trenched from the existing electrical equipment building to the fuel system.

The Project would also include drainage improvements, including a catch basin that will connect to an oil/water separator before joining the existing storm water system.

## **1.4 Area of Potential Effects**

The Area of Potential Effects (APE) consists of the footprint of potential ground disturbance, construction staging areas, and access routes. The anticipated depth of ground disturbance is approximately 2 feet (60 cm) bs for repaving and surficial grading activities. Utility installation and construction of the fuel island may require excavation up to 10 feet (3.3 meters) bs. The areas proposed for repaving, grading, installation of the fuel island and excavation for utility lines are all currently paved with impervious surfaces. Staging areas are within impervious surfaces and compacted gravel pads, these areas have been used as staging areas in previous airport projects. The proposed access roads will utilize existing established routes; no additional routes will be constructed as a part of this undertaking. The APE is approximately 2 acres.

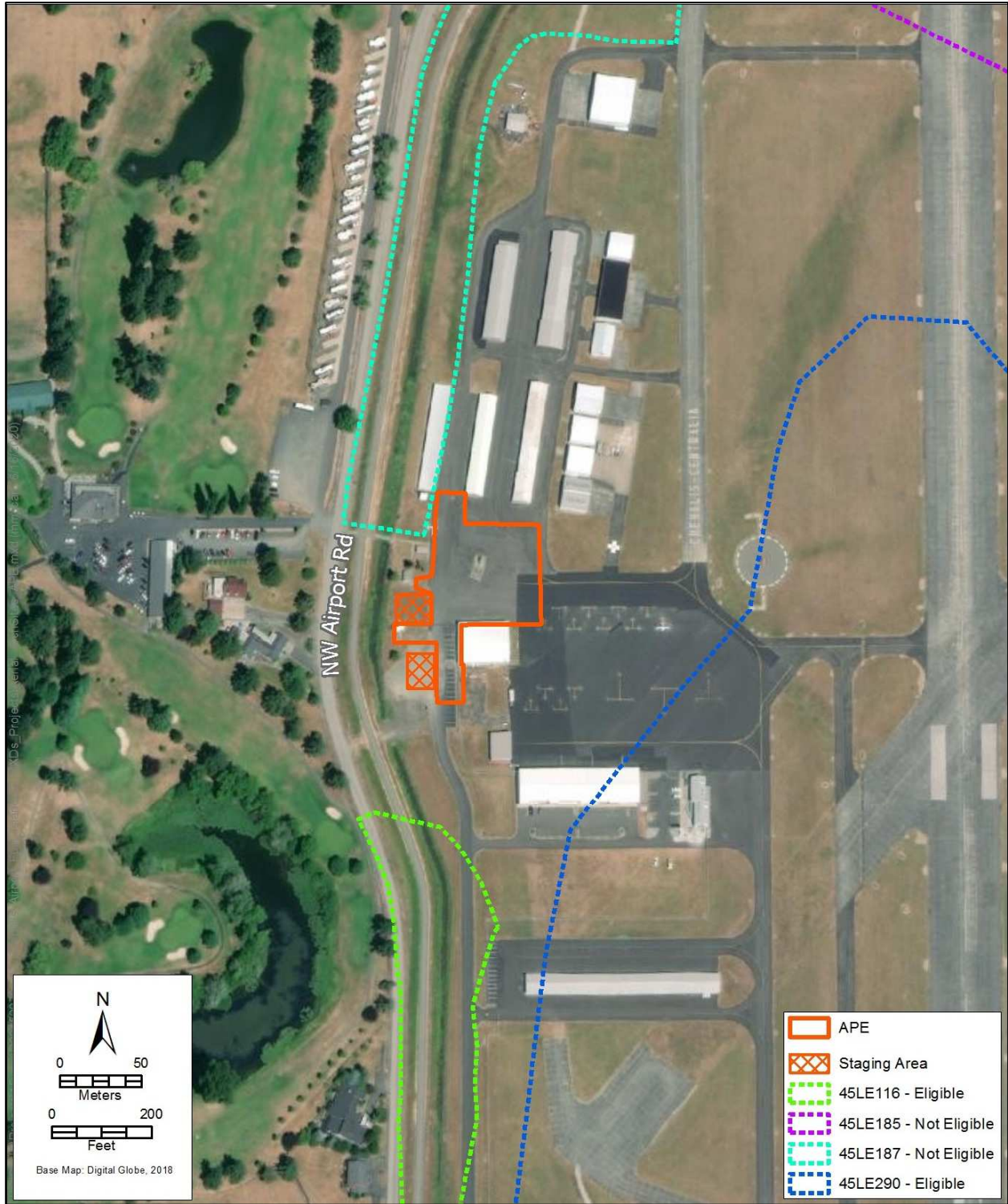




**Figure 1**  
Chehalis-Centralia Airport Fuel Island Area of Potential Effects (APE)



**Figure 2**  
Chehalis-Centralia Airport Fuel Island Area of Potential Effects (APE)



**Figure 3**  
Chehalis-Centralia Airport Taxiway Realignment Project APE,  
Proposed Activities, and Archaeological Sites

## 1.5 Archaeological Potential

There are multiple recorded archaeological sites within the boundaries of the Chehalis-Centralia Airport, and extensive archaeological survey has been undertaken within and around the APE (Table 1, Figure 3). The APE directly abuts the boundary of 45-LE-187, a precontact archaeological site that has been determined not eligible for listing in the National Register of Historic Places (NRHP). The airport is within the floodplain of the Chehalis River. While the river alignment is currently to the west, outside of the airport property, prior to the modern era the river would have meandered widely across its floodplain, and was once much closer to the current airport property. Native peoples in the lower Chehalis River Basin commonly established seasonal resources gathering camps in close proximity to the river channel (Rooke et al 2011). As the river channel alignment changed, these encampments would relocate to remain in proximity to the channel, resulting in a network of precontact archaeological sites located across the unrestricted floodplain. Low energy alluvial deposition from seasonal overbank flooding buried and preserved many of these sites, and six have been previously recorded within the airport property.

**TABLE 1  
KNOWN SITES WITHIN OR ADJACENT TO THE PROJECT APE**

Site Number	Cultural Period	NRHP Status	Distance to APE*
45-LE-116	Precontact	Determined Eligible	250 feet
45-LE-185	Precontact	Determined Not Eligible	1,225 feet
45-LE-187	Precontact	Determined Not Eligible	75 feet
45-LE-194	Multi-component	Recommended Eligible for NRHP. However, the eastern boundary has been heavily disturbed by construction. Over 20 negative probes found closest to site and FAA considers this portion of the site to be not contributing	2,100 feet
45-LE-290	Precontact	Determined Eligible, however previous survey has shown that the portion of the site overlapping with the APE is low density and cultural materials observed here were in deposits that appear to be disturbed and may be redeposited.	300 feet
45-LE-803	Precontact	Determined Eligible, however the portion of the site within the APE has been shown by survey to be disturbed and not contain dense concentrations of artifacts, this area is potentially not a contributing element to the site's eligibility	3,500 feet

\*Haul Route was not included in distance to APE since it will be on existing paved roads.

Ground disturbance associated with the installation of Airport's new fueling system has a high potential to disturb archaeological resources within the Project's APE. Disturbance within native sediment may encounter artifacts or features relating to the precontact and ethnographic period native use of the landscape. Due to the deposition of flood sediments, and subsequent historic and modern period filling associated with airport construction and operations, these cultural resources have the potential to be deeply buried within the APE. An important distinction is that impervious surfaces and their engineered subgrade, such as asphalt and crushed rock, are unlikely to contain artifacts or features. However, disturbed native material or even locally obtained fill has a high likelihood of containing artifacts related to native use of the area.

While many archaeological sites are located within the greater airport property, site 45-LE-187 directly abuts the northwest corner of the APE. The site consists of a low density lithic scatter located between the western runway and the levee system. Artifacts from 45-LE-187 have been reported to be found on the surface during the original recording of the site (Jones and Campbell 1977). Following this initial recording, a comprehensive archaeological survey consisting of both surface survey and intensive dense gridded subsurface survey was conducted across the airport. The results of this investigation show that grading and filling associated with runway construction redeposited artifacts across a much of the airport property (Rooke and Jordan-Green 2010). Due to this pervasive disturbance, the site has been determined not eligible for listing in the NRHP. However, because no archaeological survey has ever been completed within paved portions of the APE, it is possible that intact portions of the site may still be present.

Shovel probes from a previous survey conducted at the airport show negative results for the two potential staging areas (Rooke et al. 2011). Generally, ground disturbance associated with staging areas is relatively shallow, consistently primarily of compaction resulting from movement of heavy equipment and stockpiling of materials. Use of the staging area is highly unlikely to impact NRHP eligible cultural resources, and the proposed activities of staging and stockpiling equipment and materials is unlikely to result in observable ground disturbance.

While no recorded sites are within the boundaries of the APE, there is a high likelihood to encounter archaeological resources during ground disturbance beneath the impervious surfaces and associated subgrade. The airport, as well as the surrounding Chehalis River floodplain, exhibits a flat topography without prominent landforms that would have constricted the formation of archaeological sites to a specific area. The current significant topographic features, namely the Chehalis Airport Levee and road prism for NW Airport Road, are historic and modern constructed features that would not have affected natural or human processes prior to the 20<sup>th</sup> century.

## 2. ARCHAEOLOGICAL RESOURCES MONITORING

Archaeological monitoring is defined here as observation of ground disturbance by an archaeologist to assess the presence of archaeological resources. Archaeological monitoring uses a range of tools, methods, and strategies, including variable modes of communication to fulfill the goal of detecting and determining the significance of any archaeological resources encountered during ground disturbance.

### 2.1 Archaeological Team Qualifications and Structure

The Project Archaeologist will oversee the implementation of the ARMP/IDP and day-to-day operations of archaeological monitoring. The Project Archaeologist shall meet the National Park Service, Department of the Interior qualifications for professional archaeologists set forth in the Federal Register (1983, Volume 48, No. 190:44739). All Archaeological Monitors will formal and vocational training in recognizing and describing archaeological materials, and be capable of providing cultural resource orientation to construction personnel.

### 2.2 Health and Safety

The City, or its designee, will furnish a copy of the Project Health and Safety Plan (HASP) for review by the Project Archaeologist. If any archaeology-specific amendments or changes to the HASP are warranted, the Project Archaeologist will consult with the City Project Manager regarding these amendments or changes. All archaeological field personnel will be furnished a copy of the HASP for review. Due to ongoing concerns regarding the spread of COVID-19 ESA staff will abide by current health and safety guidelines as directed by national, state and local public health offices.

The City, or its designee, will provide all necessary and appropriate orientation and training regarding site-specific safety procedures and hazards. Archaeological Monitors will abide by OSHA regulations and all additional site safety requirements at all times. Only HAZWOPER-certified archaeological staff will be permitted to work in areas where the City Project Manager has identified a probability for or verified the presence of hazardous waste. If archaeological resources are found in association with hazardous waste, HAZWOPER-certified archaeological staff will make a decision regarding the extent of examination feasible and warranted for evaluation of the resource. Safety concerns will take precedence at all times during the monitoring process.

### 2.3 Monitoring

Given the high potential for the presence of buried archeological resources, on-site monitoring will be performed for all areas of ground disturbance. Ground disturbance does **NOT** include the breaking and removal of existing impervious surfaces; such as asphalt or concrete. However, any excavation below these surfaces is considered ground disturbing. Areas to be monitored will be verified on final construction plans by the Project Archaeologist. If new work elements are added to the project, these will be assessed for their potential for encountering cultural resources in advance of project implementation. Depending on the scale and type of action this may require a formal revision of the APE.

### **2.3.1 On-Site Archaeological Monitoring**

An archaeological monitor must be on-site during all project-related ground disturbance. On-site monitoring requires the active, continuous attention of an Archaeological Monitor who is physically present during construction ground disturbance. Construction ground disturbance may not occur within the APE without an Archaeological Monitor being present. (Note: Removal of impervious surfaces will not be considered to be a ground disturbing activity, and will be exempt from monitoring provided the removal will not disturb native sediments).

### **2.3.2 General Archaeological Monitoring Techniques**

Archaeological Monitors will observe excavation and soil removal from multiple perspectives in front of and around working equipment, requiring close communication with construction supervisors and equipment operators. Excavated spoils may be examined in concert with monitoring excavations. Spoils may be placed directly in a truck for removal and disposal, limiting observation of excavated matrix; if possible, the Archaeological Monitor will remove objects of interest as they appear. Spoils stockpiled on-site will be examined.

At times, Archaeological Monitors may request through the Airport Manager (or designee), assistance from equipment operators at locations where potentially significant archaeological resources may be present. They may request permission to enter excavation areas to clean and examine profile walls, obtain matrix samples or artifacts, or quickly record stratigraphy at locations where archaeological resources are likely or visible. They may request that excavation be conducted in thin lifts or otherwise modified excavation procedures to provide exposures of subsurface deposits and stratigraphic profiles.

Archaeological Monitors will keep a log of activities on monitoring forms for each day in which monitoring is conducted. The purpose of these observations is to identify any archaeological resources and to rapidly assess the significance of the resources. Archaeological Monitors will record areas of native soil and fill in order to develop a chronology of fill placement and a summary of filling techniques. These records will enable assessment of archaeological resources if any are discovered. Archaeological Monitors may use various methods of recording, including written description, mapping, photography, GPS, and video.

Archaeological Monitors will wear appropriate personal protection equipment (PPE) at all times, and have appropriate archaeological equipment, including camera and phone (or smartphone), shovel and trowel, 1/4-inch screen, flagging/pin flags, tarp, bags, ruler/tape measure, and monitoring forms. Archaeological Monitors will have a copy of the ARMP/IDP and site HASP while on site.

## **3. INADVERTENT DISCOVERY OF ARCHAEOLOGICAL RESOURCES**

### **3.1 Materials NOT Requiring Halt in Work**

The following types of materials are presumed to be not eligible for Register listing, and would not require a halt in work or investigation by the Project Archaeologist/Archaeological Monitor:

- Isolated cans or bottles
- Abandoned utilities
- Groups of 10 or fewer similar objects (such as paint cans or beer bottles)
- Materials associated with the construction of the original airport (foundations, structural material, etc.)

### **3.2 Materials Requiring Halt in Work**

The types of materials that would require a temporary halt for further investigation include:

- Suspected human remains (see Section 4 below on Inadvertent Discovery of Human Remains)
- Layers of charcoal and/or concentrated shell
- Animal bones, stone tools, or other Native American artifacts
- Concentrations of rock (rock pavements, hearths, firepits, walls)
- Wooden posts (house posts, food drying racks)
- Basketry or fiber objects (cedar twine ropes, woven mats, cedar twine fishing nets)
- Assemblage of varying objects: cans, bottles, ceramic dishware, bricks, or other historic debris (representing multiple artifacts, not one or two artifacts broken into many fragments)
- Residential structural remains, such as historic building foundations or privies

The materials listed here differ from those previously observed. Any lithic materials found within existing sites will be collected and their locations recorded with a GPS; however, this is not expected to delay construction activities.

In the event that a suspected significant archaeological resource is encountered, a temporary halt to the ground disturbing activities will be required near the find (buffered by at least 30 feet in every direction). The Contractor or Subcontractor will immediately halt work within the area of discovery, mark and secure the area of discovery, and notify the Archaeological Monitor (this procedure is outlined in Figure 4). The suspected archaeological resources will not be handled, removed, reburied, or covered. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the suspected cultural resources. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery area. Spoils piles or vehicles (such as dump trucks) with the potential to contain archaeological resources will remain on site. A form is provided at the back of this document for this purpose. During the investigation of a potential archaeological discovery, construction may proceed elsewhere on site, provided it will not cause further disturbance at the discovery location.



If the resource is not considered eligible, ground-disturbing activities can continue once the resource has been adequately documented and FAA and the State Historic Preservation Officer (SHPO) have concurred; documentation will include sketch maps, photographs and collecting GPS points.

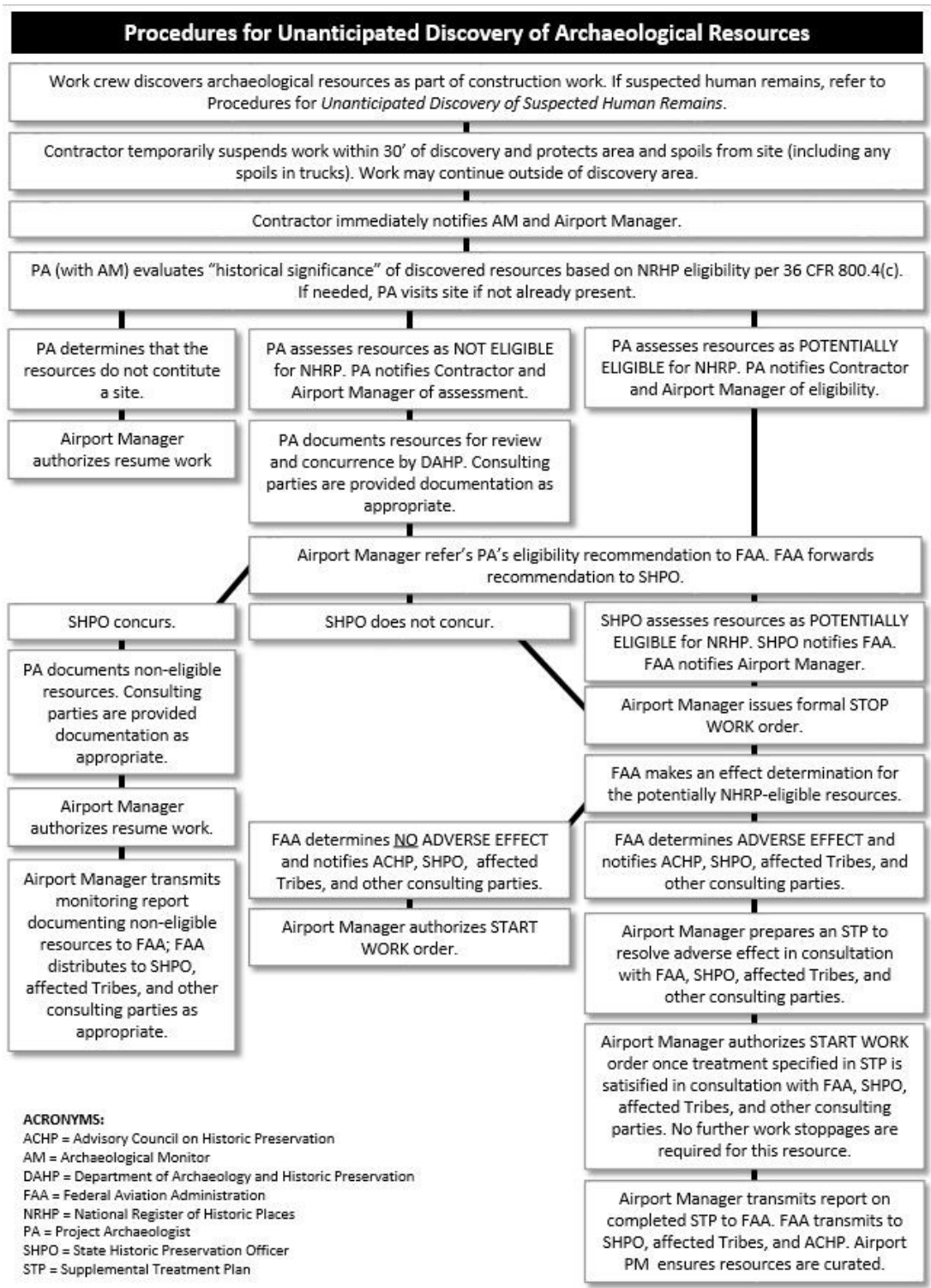
FAA must be contacted in the event of an unanticipated discovery of potentially significant cultural materials. If potentially significant cultural materials are encountered the archaeologist will coordinate with the City Project Manager to gather information to: 1) document the resource including photographing, measuring, collecting samples for further analysis, and providing a narrative description of the encountered resource, and 2) determine whether further impacts to the resource can be avoided or reduced. This information shall be conveyed to FAA. FAA will then notify DAHP and affected Tribes to determine appropriate next measures.

The information in this ARMP/IDP and all cited reports are covered by the Public Records Act (RCW 42.17.250) and specific components of the records are exempt from disclosure (RCW 42.17.310(1)(k)) to avoid the looting or depredation of such sites.

### **3.2.1 Report of Cultural Resources Discovery**

Once the Project Archaeologist has assessed a cultural resources discovery, the Project Archaeologist will provide the Airport Manager a brief written description and summary via email. If the discovery is cultural and more than 50 years old, the summary will include a recommendation of NRHP eligibility.

FAA, in consultation with the City, DAHP, and Tribes will determine the eligibility of the archaeological resource for inclusion in the NRHP and any subsequent steps. If the archaeological resource is eligible for listing in the NRHP and adverse effects to it cannot be avoided, FAA, in consultation with City, DAHP, and Tribes will determine appropriate steps to resolve the adverse effects.



SOURCE: ESA

**Figure 4**  
Procedures for the Unanticipated Discovery of Archaeological Resources

## **4. INADVERTENT DISCOVERY OF HUMAN REMAINS**

The following discussion (also outlined in a flow chart in Figure 5) follows the requirements of RCW 27.44.055. If any member of the project team discovers human remains, all work adjacent to the discovery shall cease immediately. A 50-foot work stoppage area shall be established around the discovery. Vehicles, equipment, and unauthorized personnel shall not be permitted to traverse or enter the discovery site.

If human remains are suspected or confirmed, the Contractor should contact the Airport Manager who will contact the Project Archaeologist (follow Figure 5). Once human remains are confirmed, the Airport Manager will contact the Lewis County Medical Examiner and local law enforcement, as well as the FAA.

The Medical Examiner will assume jurisdiction over the human skeletal remains and make a determination as to whether those remains are forensic (i.e. part of a crime scene) or non-forensic.

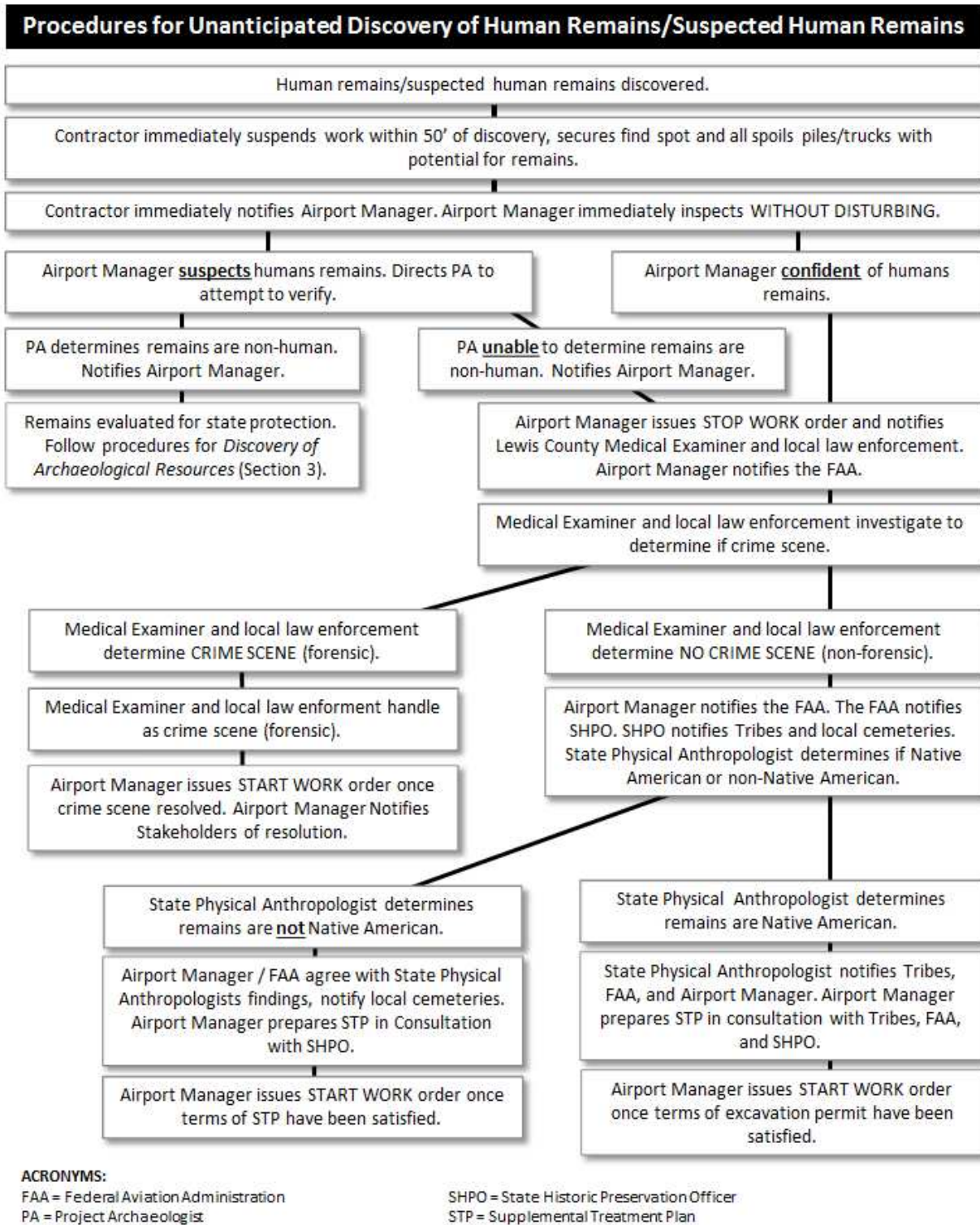
If the remains are forensic, the Medical Examiner will determine appropriate procedures for their disposition. If the remains are non-forensic, the State Physical Anthropologist (at DAHP) will assume jurisdiction over the remains and will contact appropriate Tribes and cemeteries.

The State Physical Anthropologist will make a determination as to whether the remains are Indian or non-Indian and report that finding to appropriate Tribes and cemeteries.

DAHP will handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

No persons other than the proper law enforcement personnel, professional archaeologists, and DAHP staff shall be authorized direct access to the discovery location after the area is secured.

Construction excavations may continue outside the work stoppage area.



**Figure 5**  
Procedures for the Unanticipated Discovery of Human Remains

## **5. COMMUNICATIONS AND REPORTING**

The following discussion outlines communication protocols to resolve any archaeological resource matters that arise during project construction. Communication will include a pre-construction meeting and orientation, a tailgate orientation, on-going communication between the Project Archaeologist and the Airport Manager, reports regarding assessments of any inadvertent discoveries, regular progress reporting, and a summary of results at the conclusion of construction.

A project contact list is provided at the back of this document.

### **5.1 Pre-construction Meeting and Orientation**

A pre-construction meeting preceding each Project phase will be held between the Project Archaeologist, representatives of the City, Contractor/Subcontractor Project Managers, and construction supervisors directly involved in ground disturbing construction. Meetings will serve to: (1) review construction plans and schedules; (2) describe the role of the Project Archaeologist in the construction process; (3) establish a chain of command for communication and decision-making among City, the Project Archaeologist, and construction personnel; (4) provide personal introductions among personnel from City, Contractor/Subcontractors, and the Project Archaeologist; and (5) clarify any questions about schedules, construction locations, construction techniques, or notification procedures.

### **5.2 Final Construction Plan Review**

Prior to construction, the Project Archaeologist will review final construction plans to verify that project needs for archaeological monitoring conform to the ARMP/IDP. If changes are required, the Project Archaeologist will consult with the City Project Manager.

### **5.3 Tribal Notification**

The City will notify tribal representatives of the project schedule in advance and invite them to observe construction.

### **5.4 Pre-Construction Orientation**

The ESA will provide one or more 10-minute on-site cultural resources orientations for all construction crew members involved in ground disturbing construction work; the number of these orientations needed will be determined based on the addition of new construction personnel. The focus of the tailgate orientation is to familiarize construction personnel with the protocols included in the ARMP/IDP.

## **5.5 On-going Communication**

The Project Archaeologist will remain in communication with the Airport Manager as appropriate throughout project construction via email and phone. The Airport Manager will provide updates regarding progress and schedule to assist the Project Archaeologist in maintaining availability of appropriate staff to respond in the event of an inadvertent discovery.

## **5.6 On-Site Communications**

Archaeological Monitors will communicate with the Contractor and/or City Project Manager (if on site) to make general requests about equipment movement, placement of spoils for examination, access to exposures, and temporary halts in excavation to examine potential archaeological resources.

## **5.7 Monitoring Report**

The Project Archaeologist will prepare a draft report of activities and findings. This report will include information on how the monitoring was conducted and a brief analysis and summary narrative discussion of any artifacts or cultural deposits encountered. The FAA will distribute the draft report for comment by the affected Tribes, DAHP, and other stakeholders. FAA will provide the Project Archaeologist with a consolidated set of stakeholder comments to be addressed in the final monitoring report. FAA will be responsible for submitting copies of the final report to all relevant stakeholders.

## **5.8 Dissemination of Communications**

Consultation among the City, FAA, DAHP, Tribal Governments, and other entities will be initiated under the circumstances previously noted concerning the discovery of burials or sites that are potentially eligible for inclusion in the NRHP. All consultation will be accomplished in a manner consistent with the guidance in 36 CFR Part 800. The Project Archaeologist will be informed of decisions made during the consulting process.

# **6. ARCHAEOLOGICAL RESOURCES AND COLLECTION CURATION**

Archaeological resources (i.e., artifacts, features, and environmental indicators of cultural presence) encountered during monitoring will be recorded on field forms. Artifacts, feature samples, and environmental samples will be collected and retained at the construction site in a secure on-site location (e.g., locking file cabinet). At the completion of monitoring, resources considered Not Eligible for listing on the NRHP will be disposed of by the Project Archaeologist. All historic artifacts will be discarded. The curation of any Native American resources that are Eligible or potentially-Eligible for listing in the NRHP will be performed by the Chehalis Tribe.

## **7. BIBLIOGRAPHY**

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Rooke, Lara C., Jason B. Cooper, and James C. Chatters

2011 *Centralia-Chehalis Flood Reduction Project Intensive Archaeological Survey of the Airport, Salzer Creek, and Skookumchuck Levees, Lewis County, Washington*. Prepared for US Army Corps of Engineers, Seattle District. Prepared by AMEC Earth & Environmental, Inc., Bothell, WA. On file, Washington State Department of Archaeology and Historic Preservation, Olympia.

Rooke, Lara C., and Krista Jordan-Green

2010 *State of Washington Archaeological Site Inventory Form, 45LE187*. On file, Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

## 8. Chehalis-Centralia Airport Project Archaeological Contacts

### Lewis County Medical Examiner's Office

Warren McLeod ..... (360) 740-1376

### Chehalis Police Department Office

Non-emergency ..... (360) 748-8605

### City of Chehalis Project Manager

Brandon Rakes, Airport Manager ..... Desk (360)748-1230 / Cell (360)219-5283

### Department of Archaeology and Historic Preservation

Dr. Rob Whitlam, State Archaeologist ..... (360) 586-3080

Dr. Guy Tasa, State Physical Anthropologist ..... (360) 586-3534

### Project Archaeologist

Tom Ostrander, Project Archaeologist ..... Work (206) 789-9658 / Cell (206) 909 6631

Archaeological Monitor ..... TBD

### Tribes

To be contacted by FAA only

### Construction Contractor

To be determined



*\*\*Protect the discovery by establishing a 30-foot buffer. Keep all spoils from the area in question on-site until the discovery can be resolved. \*\**

## Unanticipated Archaeological Discoveries Response Form

Name of person completing this form: \_\_\_\_\_

(Name)

\_\_\_\_\_ (Affiliation)

Date \_\_\_\_\_

Time \_\_\_\_\_

Who made the discovery? \_\_\_\_\_

(Name)

\_\_\_\_\_ (Affiliation)

\_\_\_\_\_ (Name)

\_\_\_\_\_ (Affiliation)

Who was contacted regarding the discovery? \_\_\_\_\_

(Name)

\_\_\_\_\_ (Affiliation)

How was contact made? (phone/email/text/etc.)

\_\_\_\_\_

When was contact made? (date/time)

\_\_\_\_\_

Were pictures sent?  Yes  No      If so, to whom? \_\_\_\_\_ (Name)

How were the pictures sent? (text/email/etc.)

\_\_\_\_\_

Where was the discovery made? (station number/trench location/etc.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

What were the field conditions?

\_\_\_\_\_

What type of equipment was being used? (if there was an excavator, did the bucket have teeth?)

\_\_\_\_\_

—

**Describe the discovery (i.e. is it artifacts or a sediment deposit; types of materials; does it look to be in fill):**

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**How large of an area does the discovery cover (how large of an area is visible)?**

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