

SMITH ENVIRONMENTAL AND ENGINEERING

Delivering Smart Solutions for Planning, Permitting, Design

ROCKY MOUNTAIN METROPOLITAN AIRPORT ENVIRONMENTAL ASSESSMENT PROJECT CULTURAL RESOURCES REPORT





CULTURAL RESOURCES REPORT

ROCKY MOUNTAIN METROPOLITAN AIRPORT ENVIRONMENTAL ASSESSMENT PROJECT

Prepared for:

Reynolds, Smith and Hills, Inc. 5600 S. Quebec Street, Suite 340C Greenwood Village, CO 80111

Prepared by:

Smith Environmental and Engineering 12071 Tejon Street, Suite 470 Westminster, CO 80234 720-887-4928

January 7, 2011

TABLE OF CONTENTS

1.0 INTRODUCTION	I
1.1 PURPOSE AND NEED OF THE RMMA PRO 1.2 STUDY AREA	*
2.0 METHODS	4
2.1 CULTURAL RESOURCES	
3.0 RESULTS	6
3.1 CULTURAL RESOURCES	
4.0 IMPACTS	·······7
4.1 CULTURAL RESOURCES	7
4.1.1 Direct Impacts	
4.2 TRIBES	7
4.2.1 Direct Impacts	
5.0 CONCLUSIONS	
5.1 CULTURAL RESOURCES	
6.0 REFERENCES	9
LIST OF FIGUR	ES
FIGURE 1. Study Area	
APPENDIX A – LIMITED-RESULTS CULTURAL RI APPENDIX B – DRAFT FAA TRIBAL CONSULTATI APPENDIX C – PHOTOS OF THE STUDY AREA	

1.0 INTRODUCTION

Smith Environmental and Engineering (SMITH) conducted a Class III cultural resource inventory assessment of the proposed Rocky Mountain Metropolitan Airport (RMMA) Runway Safety Area (RSA) expansion project (Project). The surveys and analysis were performed to identify the extent of and impacts to cultural resources within the Study Area, which encompasses the Project Area. Information obtained by this study will be incorporated into the Project's Environmental Assessment (EA).

The cultural resource investigation was conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended in 2000 (16 USC 470); Colorado Historical, Prehistorical, and Archaeological Resources Act of 1973 (CRS 24-80-401 to 410); and Colorado's Register of Historic Places Statute (CRS 24-80.1) of 1975. This inventory also meets the requirements specified in the Colorado Cultural Resource Survey Manual, Colorado Historical Society, Office of Archaeology and Historic Preservation (OAHP 2007).

The purpose of this report is to complete a class III cultural resource survey and an impact assessment of the Proposed Action, and make mitigation recommendations for the Project's EA. The cultural resource field investigation was completed in September 2010 to locate, record, and evaluate the current condition of cultural resources within the Study Area. These data provide a basis for completing the impact assessment. Section 106 of the National Historic Preservation Act of 1966, as amended in 2000 (16 USC 470), provides the basis for the conceptual mitigation recommendations presented herein, which are also needed for the RMMA EA.

Cultural resources that are at risk of impacts by the actions of the FHWA are protected under Section 106 of the National Historic Preservation Act of 1966, as amended in 2000 (16 USC 470f). Cultural resources that are at risk of impacts by the actions of the Project are protected by Colorado's Register of Historic Places Statute (CRS 24-80.1) of 1975.

The objectives of this study are 1) to identify all cultural (prehistoric and historic) resources within the Study Area; 2) make an initial recommendation regarding identified resources' eligibility for inclusion on the National Register of Historic Places (NRHP); 3) make the appropriate recommendations regarding the treatment of all identified resources; and 4) identify federally recognized tribes and prepared a tribal consultation letter to be utilized by the Federal Aviation Administration (FAA) for government-to-government consultation.

1.1 PURPOSE AND NEED OF THE RMMA PROJECT

The RMMA proposes to implement RSA improvements for the west end of Runway 11L/29R and to realign the State Highway (SH) 128 and Interlocken Parkway intersection. The need for the RSA improvements is mandated by the Federal Aviation Administration (FAA) and has been identified as a primary component in the Airport Master Plan Update (RMMA 2010). The proposed realignment of the State Highway 128 and Interlocken Parkway intersection is necessary because the proposed RSA improvements encroach on the existing vehicle intersection.

The principal objectives of the Airport Master Plan Update are intended to meet the facility demand requirements, satisfy the strategic objectives and goals of the RMMA, and adhere to operational

standards set by the FAA and the RMMA. In order to best meet these objectives, the RMMA has identified the RSA improvement on the west end of Runway 11L/29R and the realignment of the SH 128 and Interlocken Parkway intersection as the Proposed Action of an EA currently being developed. The information from this study will be incorporated into the Environmental Consequences section of the EA.

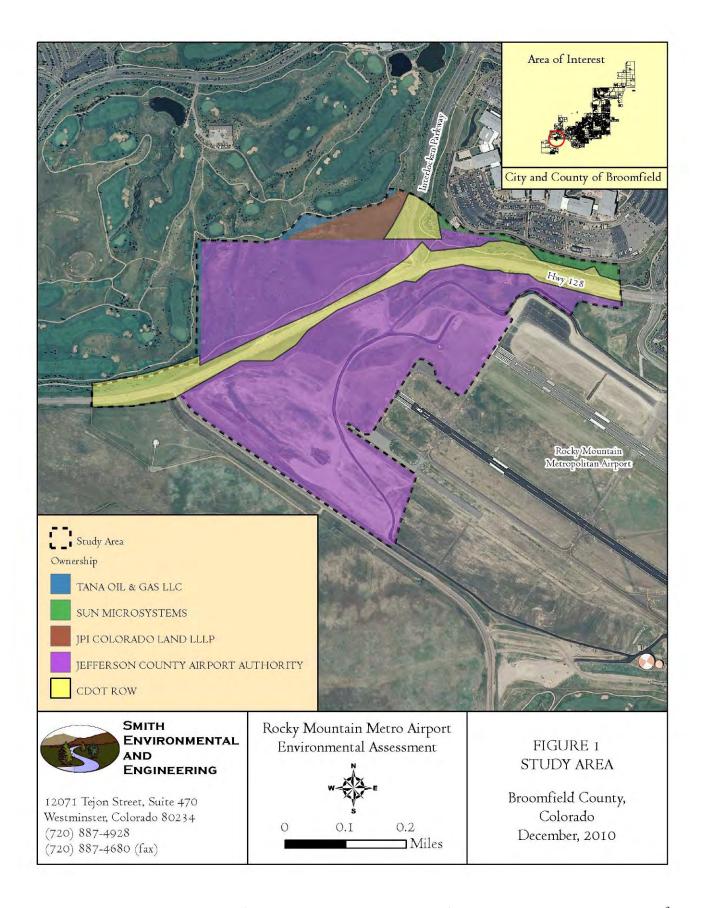
1.2 STUDY AREA

The Study Area is located in the rolling hills of the City and County of Broomfield (CCOB) and Jefferson County, Colorado (see Figure 1). The Study Area totals 134 ac, of which 69 ac are located within the boundary of the RMMA (Airside) and 65 ac are located outside of the RMMA boundary (Landside). The portion of the study area south of SH 128 has been extensively disturbed by the construction of the runways and associated airport roads. The portion of the Study Area to the north of SH 128 has been moderately disturbed on the west side of Interlocken Parkway and has been completely landscaped to the east of Interlocken Parkway. The Study Area is located in Sections 32-33, T. 1 S., R. 69 W. (Latitude 39.917181 °N, and Longitude -105.130779°W), on the Louisville USGS Quadrangle, in Broomfield and Jefferson Counties, Colorado (see Figure 1).

The Study Area encompasses five land ownerships; Tana Oil and Gas LLC, Jefferson County Airport Authority, Sun Microsystems, JPI Colorado Land LLLP, and the Colorado Department of Transportation (CDOT) and Interlocken Parkway Right of Ways (ROW) (see Figure 1).

The Soil Conservation Service (SCS), now the Natural Resource Conservation Service (NRCS) performed an Order 2 survey that mapped the soils in the Study Area as Nunn, Kutch, and Samsil series, which are well drained (NRCS 1975, 1980). Sandstone bedrock also outcrops in the northwest portion north of SH 128.

Vegetation consists of mixed grasses, prickly pear, and yucca in the moderately disturbed northwest portion, landscaped Kentucky bluegrass (*Poa pratensis*) and trees in the northeast portion, and mowed western wheatgrass (*Pascopyrum smithii*) and smooth brome (*Bromopsis inermis*) on the Airside (south of SH 128). Several unnamed intermittent drainages are located within one half mile of the Study Area.



2.0 METHODS

2.1 CULTURAL RESOURCES

The cultural resource inventory was implemented following State Historic Preservation Officer (SHPO) guidelines for conducting cultural resource inventories in Colorado. Collectively, the Class III inventory included 110 ac of privately held lands and 24 ac of CDOT Right of Way (ROW).

SMITH archaeologists surveyed the Project parcel using parallel, 15-meter (m) wide linear transects oriented north/south. The ground surface was examined for artifacts, features, or other evidence of cultural occupation, such as charcoal-stained sediments with special attention focused on cutbanks, eroded areas, anthills, animal burrows, and other natural or man-made subsurface exposures. Project archaeologists made an intensive effort to fully and accurately establish the extent and boundaries of sites identified. If an artifact were observed during the inventory, the artifact was to be flagged, and an intensive examination of an area of 30-m in radius, or greater, around the find was undertook. Ground visibility during the project ranged from 60 to 90 percent.

A site was defined as the four or more artifacts or a locus of prehistoric or historic occupation or activity area within 30 m of each other. A cultural feature in association with four or less artifacts was considered a site as well. An isolated find (IF) consisted of one or more culturally modified artifacts not found in the context of a site as previously defined. If a site or IF were identified, field personnel photographed each site and all associated features. An inventory of associated artifacts was to be completed for each site and IF.

Site recording consisted of establishing the site boundaries by flagging all associated artifacts and/or features; generating a site map depicting the location of the site in relation to source lines by using a Trimble GeoXT Global Positioning System (GPS) unit; summarizing the site setting, topography, vegetation, deposition, geography, environmental context, and previous impacts; recording summary information concerning feature(s) and other archaeological material, including the dimensions and qualitative characteristics; and photographing the overall site setting and each feature (if present). Sites were plotted on 1:24,000-scale project maps showing all source points. The GPS unit is accurate to within 10 centimeters (cm) along the x- and y-axes and 20 cm along the z-axis. All linear features such as site boundaries, roads, fence lines, and vegetation communities, as well as point features such as the site datum, features, and tools, were mapped with the GPS unit. Field GPS data were postprocessed using the National Oceanic and Atmospheric Administration's Continuously Operating Reference Station and projected into Universal Transverse Mercator (UTM), Zone 13 north, North American Datum 1983. All GPS data were exported into shapefiles for use with ArcMap 9.3. To create the site maps, the site image was enlarged in ArcMap program and the maps were drafted digitally, including the contour intervals from the original topographic maps. ArcMap was used to measure site dimensions, acreage, and calculate UTM points.

A literature search was conducted through the Colorado Office of Archaeology and Historic Preservation's COMPASS database, and project reports were examined for any cultural properties that might be impacted by this project. Government Land Office (GLO) plats and homestead patent records for sections comprising the project area were reviewed online.

2.2 TRIBES

SMITH identified five potential tribes that may have interest in the Study Area using the Bureau of Indian Affairs Tribal Directory and the Native American Consultation Database provided by the National Park Service. All tribes should be contacted by the FAA as part of government-to-government consultation to insure that no areas of tribal use/concern are impacted by the Project. SMITH prepared a draft consultation letter to be utilized by the FAA, which is attached as Appendix B.

3.0 RESULTS

3.1 CULTURAL RESOURCES

During the pedestrian survey, SMITH did not observe any cultural resources within the Study Area. The field conditions for this project were well suited for cultural resource field inventory. The topography of the Study Area was gentle, and was advantageous for the surface preservation of cultural materials and ease of transects. The moderate vegetation did not hamper ground visibility to a great extent.

No previous cultural resource surveys or previously documented sites were identified within the Study Area. Results of the file search showed that 13 cultural resource compliance projects had been performed in close proximity of the Study Area, however. The file search results also identified 10 previously recorded sites in close proximity of the Study Area. These sites include five railroad segments, three irrigation ditches, and two turnpike segments.

No features were plotted within the project area on the 1864 GLO maps (BLM 2010).

3.2 TRIBES

Federally recognized tribes that may have a potential interest in the proposed action include the Arapaho Tribe of the Wind River Reservation, Wyoming; the Cheyenne and Arapaho Tribes, Oklahoma; the Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, Montana; the Shoshone Tribe of the Wind River Reservation, Wyoming; and the Shoshone-Bannock Tribes of the Fort Hall Reservation of Idaho.

4.0 IMPACTS

4.1 CULTURAL RESOURCES

4.1.1 Direct Impacts

Cultural resources were not identified in the Study Area during the foot survey of this archaeological investigation. As such, the Project will have no direct impacts to cultural resources. The five previously recorded sites found by the Compass database search occur outside of the Project's Area of Potential Effect (APE), which is the Study Area boundary (see Figure 1). Also, there will be no viewshed impacts to the recorded sites because the Project does not entail building above ground structures; Project impacts will be ground level.

4.1.2 Indirect Impacts

SMITH believes that indirect impacts to cultural resources will not occur because no indirect actions will be caused by the Project.

4.1.3 Cumulative Impacts

There are several airport expansion/development and roadway improvement projects that will occur in the Colorado Front Range that may cause impacts to cultural resources in the future, including the Jefferson Parkway; developments associated with the airport Master Plan Update (RMAA 2010) that are not part of the Proposed Action; roadway improvements and rail development along US 36; and the Conoco-Phillips development just north of the Flatirons Mall. If any of these projects impact cultural resources, requirements imposed on the development(s) by Section 106 of the National Historic Preservation Act of 1966, as amended in 2000 will need to be implemented.

4.2 TRIBES

4.2.1 Direct Impacts

Since there are no known cultural resources or areas of tribal use/concern within the Study Area, SMITH believes that the Project will have no direct impacts to resources that may be of concern/interest to tribes. However, government-to-government communication with the tribes listed in Section 3.2 will need to be conducted in order to confirm that the Project will have no impacts to resources of tribal use/concern. Appendix B provides a draft letter from the FAA to listed tribes to facilitate consultation.

4.2.2 Indirect Impacts

There will be no indirect impacts to tribes.

4.2.3 Cumulative Impacts

The future projects described in Section 4.1.3 will need to communicate with the tribes listed in Section 3.2 to verify that they will have no impacts to resources of tribal use/concern.

5.0 CONCLUSIONS

SMITH completed a cultural resources investigation for the proposed RMMA runway expansion in Broomfield, Colorado. These inventories were conducted to identify any significant historic resources or properties within the Study Area and to evaluate them for their eligibility for inclusion on the NRHP.

SMITH believes that the potential impacts described in this report for the current design (RMMA 2010) will not exceed the Significance Impact Thresholds outline in FAA Order 1050-1E Change I Section 11.3 (FAA 2006).

5.1 CULTURAL RESOURCES

SMITH did not identify any cultural resources within the Study Area. A Limited-Results Cultural Resource Survey Form was completed for the cultural resource investigation and is to be submitted to the Colorado SHPO for concurrence (see Appendix A).

SMITH archaeologists are confident in the thoroughness of this investigation. Previous archaeological projects have shown that site complexity, size, and artifact assemblages are limited to above ground historic features such as railroads, irrigation ditches, or road features. The portion of the Study Area south of SH 128 has been moderately to extensively disturbed by construction of the runways and associated roads. The portion of the Study Area to the north of SH 128 has light to moderate disturbances on the west side of Interlocken Parkway and has been completely landscaped to the east of Interlocken Parkway. Surface artifacts and shallowly buried artifacts would have been impacted by these disturbances. There is potential in some areas for subsurface deposition, although no direct evidence was observed.

SMITH concludes that there will be no direct impacts to cultural or resources by the Project. Indirect impacts will not occur because no indirect actions will be caused by the Project. Proposed projects in the foreseeable future may impact cultural resources and will be subject to Section 106 of the National Historic Preservation Act of 1966, as amended in 2000. As Project activities progress, there is always the potential for cultural materials to be located within the Project Area. If any cultural resources are found during the proposed activities, all disturbances should immediately cease until properly trained cultural resource personnel can evaluate the discovery.

5.2 TRIBES

A letter detailing the Project and the results of this cultural resource investigation should be submitted by the FAA to the five tribes listed in Section 3.2 to identify potential tribal interest in the Project. A draft FAA tribal consultation letter has been prepared by SMITH for the FAA to send to the listed tribes (see Appendix B).

As with cultural resources, SMITH believes that both direct and indirect impacts to resources of tribal interest will not occur by this Project. Proposed future projects along the Front Range may also impact tribal resources. Government to government communication with tribes of potential interest will need to occur for all future projects along the Front Range.

6.0 REFERENCES

- BLM. 2010. GLO records. Accessed online on November 15, 2010 at: http://www.glorecords.blm.gov/PatentSearch/Results.asp?Index=3&QryID=51664.14
- FAA. 2006. Order 1050-1E CHG 1. USDOT FAA National Policy. Electronic distribution. March 20, 2006.
- Google Earth. 2010. Images of the Interlocken Community Area. Latitude 39.9164° N Longitude -105.1344° W. Image dates: October 4, 1999 and September 14, 2002. Images accessed on November 15, 2010.
- OAHP. 2007. Colorado Cultural Resource Survey Manual. Guidelines for Identification: History and Archaeology. Office of Archaeology and Historic Preservation. Denver, Colorado.
- NRCS SCS. 1975. Soil survey of the Boulder County Area, Colorado. USDA and NRCS in cooperation with the Colorado Agricultural Experiment Station. U.S. Government Printing Office. Washington D.C.
- NRCS SCS. 1980. Soil survey of the Golden Area, Colorado; Parts of Denver, Douglas, Jefferson, and Park Counties. USDA and NRCS in cooperation with the Colorado Agricultural Experiment Station. U.S. Government Printing Office. Washington D.C.
- RMMA. 2010. Rocky Mountain Metropolitan Airport's 2010 Master Plan Update. Rocky Mountain Metropolitan Airport™, 11755 Airport Way Broomfield, CO 80021
- SAFETEA-LU. 2005. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Public Law 109-59, 2005. Section 6009.

APPENDIX A – LIMITED-RESULTS CULTURAL RESOURCE SURVEY FORM

Colorado Historical Society - Office of Archaeology and Historic Preservation COLORADO CULTURAL RESOURCE SURVEY

LIMITED-RESULTS CULTURAL RESOURCE SURVEY FORM

(Page 1 of 3)

This form (#1420) is for small scale limited results projects - block surveys less than 160 acres with linear surveys under four miles. Additionally, there should be no sites and a maximum of four Isolated Finds. This form must be typed.

I.	IDENTIFICATION			
1.	Report Title (include County): Class III Cultural Resource Inventory of 139 Acres			
	Broomfield and Jefferson Counties, Colorado			
2.	Date of Field Work: September 21, 2010			
3.	· · · · · · · · · · · · · · · · · · ·			
·				
4.	Survey Organization/Agency: Smith Environmental and Engineering			
	Principal Investigator: Kimberley A Fariello, M.A.; Heidi Guy Hays			
	Principal Investigator's Signature:			
	Other Crew:			
	Address:			
5.	Lead Agency / Land Owner: Federal Aviation Agency			
	Contact: Kevin Luey			
	Address: <u>26805 E. 68th Ave., Suite 200 Denver, CO 80249</u>			
6.	Client: Rocky Mountain Metropolitan Airport			
7.	Permit Type and Number: State Permit 2010-55			
8.	Report / Contract Number: Smith Environmental Project # 2010-460			
9.	Comments:			
II. C	DESCRIPTION OF UNDERTAKING / PROJECT			
10.	Type of Undertaking: The project sponsor desires to lengthen its main runway by 400			
	feet, extend the associated taxiway to the west, and relocate the State Highway (SH)			
	128/Interlocken intersection.			
11.	Size of Undertaking (acres): 139 Size of Project (if different)			
	Nature of the Anticipated Disturbance: <u>Disturbances will include blading and leveling of</u>			
	the ground surface and the creation of a borrow area.			
13	Comments:			

Ш	LOCATION	

Please attach a photocopy of USGS Quad. clearly showing the project location. The Quad. should be clearly labeled with the Prime Meridian, Township, Range, Section(s), Quad. map name, size, and date. Please do not reduce or enlarge the photocopy.

14. C	Description: Project area is located in Jefferson and Broomfield counties in the				
northwestern portion of Rocky Mountain Metropolitan Airport along State Highway 128.					
15. L	egal Location: Quad. Map: Louisville; Lafayette Date(s): 1994				
I	Principal Meridian: 6th x NM Ute _				
1	NOTE: Only generalized subdivision ("quarter quarters") within each section is needed				
-	Township: <u>1S</u> Range: <u>69W</u> Sec.: <u>32</u> 1/4s <u>SE</u> <u>SE</u> ;				
-	Township: <u>1S</u> Range: <u>69W</u> Sec.: <u>32</u> 1/4s <u>SW SW</u> ;				
-	Township: <u>1S</u> Range: <u>69W</u> Sec.: <u>32</u> 1/4s <u>SE NW SE</u> ;				
-	Township: <u>1S</u> Range: <u>69W</u> Sec.: <u>32</u> 1/4s <u>SW NE SE</u> ;				
-	Township: <u>1S</u> Range: <u>69W</u> Sec.: <u>33</u> 1/4s <u>NW SW SW</u> ;				
-	Township: <u>2S</u> Range: <u>69W</u> Sec.: <u>5</u> 1/4s <u>NW NW NE</u> ;				
-	Township: <u>2S</u> Range: <u>69W</u> Sec.: <u>5</u> 1/4s <u>NE NW NE</u> ;				
-	Township: <u>2S</u> Range: <u>69W</u> Sec.: <u>5</u> 1/4s <u>SE NW NE</u> ;				
-	Township: <u>2S</u> Range: <u>69W</u> Sec.: <u>5</u> 1/4s <u>NW NE NE</u> ;				
-	Township: <u>2S</u> Range: <u>69W</u> Sec.: <u>5</u> 1/4s <u>SW NE NE</u> ;				
If sec	ction(s) is irregular, explain alignment method:				
16. ⁻	Total number of acres surveyed: 130				
17. (Comments: approximately 9 acres were excluded due to slope				
IV. E	NVIRONMENT				
18. (General Topographic Setting: Project area is located moderate to steep hillsides.				
(Current Land Use: Airport and open space				
19. l	Flora: The area is dominated by disturbed upland vegetation such as smooth brome				
(Bror	mopsis inermis), and crested wheatgrass (Agropyron cristatum).				
20. \$	Soils/Geology: Soils in the study area are, in general, Samsil-Shingle complex, Nunn				
clay loam, Terrace escarpments, all of which are well-drained soils.					
21. (Ground Visibility: 60-90 percent				
22. (Comments:				

Limited-Results Archaeological Survey Form

(Page 3 of 5)

V. LITERATURE REVIEW

23.	Location of File Search:	Colorado Office of Archaeology	<u>and Historic Preservation</u>
		=-	

Date: 9/1/2010

24. Previous Survey Activity - In the project area: none

In the general region: _____Thirteen cultural resource surveys have been conducted in

the general area.

OAHP				
Report No.	Date	Author	Title	Contractor
BF.R.R1	2000	Jeanette L. Mobley	Cultural Resource Inventory of the Law Christianson Annexation Parcel, Annexation Ordinance #1380	Native Cultural Services
BF.R.NR7	2002	Pete Gleichman	Cultural Resource Inventory of Garage Enclave, Annexation Ordinance #1499, Broomfield County, Colorado	Native Cultural Services
BF.R.NR8	2002	Pete Gleichman	Cultural Resource Inventory of Coalton Acres, Annexation Ordinance #1469, Broomfield County, Colorado	Native Cultural Services
BF.CH.NR1	1991	Debra Angulski	Cultural Resource Survey of a Parcel Sale, Boulder County, Colorado	Colorado Department of Transportation
BF.R.R7	2004	John Scott	Broomfield City and County Governments Four Annexed Parcels (Annexation Ordinance Nos. 1561, 1562, 1586, 1620) An Intensive Cultural Resource Investigation (Class III) In Broomfield County, Colorado	Metcalf Archaeological Consultants
BL.CH.NR5	1995	Debra Angulski	Relocation of SH128- 120 th to SH 83 CC 11- 0128-01	Colorado Department of Highways
MC.FA.NR1	1992	James Brechtel	Cultural Resource Inventory, Federal Aviation Administration JeffCO VOR Site, Jefferson and Boulder Counties, Colorado	James Brechtel
BL.SHF.R49	2003	Carl McWilliams	Unincorporated Boulder county Historic Sites Survey Report Vols 1 and 2	Cultural Resource Historians
BL.CH.R16 MC.CH.R136 (Original and Addendum)	1998 1998	Marcia Tate	Acceleration and Deceleration Lanes Extension Area for US HWY 36 and 96 th St Split Interchange	Tate and Associates
BL.CH.NR15	1991	Debra Angulski	Boulder County Parcel Sale	Colorado Department of Transportation
MC.CH.R13	1989	Kathryn Joyner	Results of a Cultural Resource Inventory of the Proposed W470 Right-of-Way Corridor Boulder, Broomfield, and Jefferson Counties, Colorado	Centennial Archaeology
MC.CH.NR56	1985	Debra Angulski	Archaeological Clearance of Project CC 11- 0128-01, State Highway 128, State Highway 121 West, Broomfield and Jefferson Counties	Colorado Department of Transportation

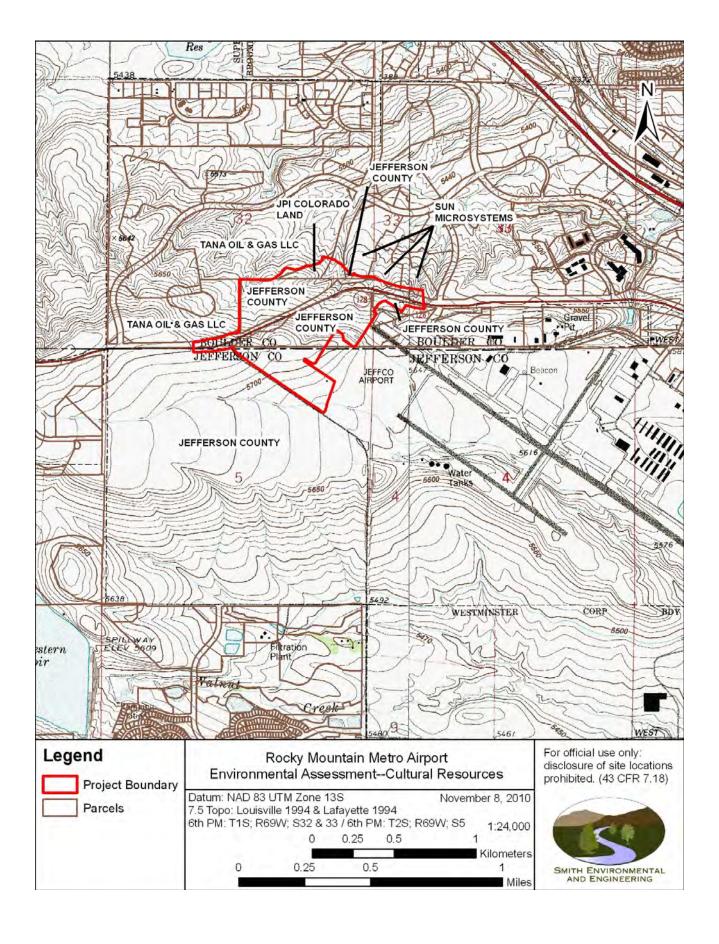
Limited-Results Archaeological Survey Form (Page 4 of 5)

III. LITERATURE REVIEW (continued)
25. Known Cultural Resources - In the project area: No know cultural resources are
located in the project area.
In the general region (summarize): Known cultural resources in the general
area include five railroad segments, three ditches, and two turnpike segments. Two
segments of the Burlington Northern Railroad (5BF47.3 and 5BL374) are considered
eligible for the NRHP. Two others (5BF70.1 and 5BL400) are listed as not eligible and the
remaining segment (5BL400.37) is listed as needs data. The two segments of the
Denver/Boulder Turnpike (5BF50 and 5BF50.2) are listed as needs data and not eligible
respectively.
26. Expected Results: <u>Due to the disturbed nature of the area no cultural resources</u>
are expected.
VI. STATEMENT OF OBJECTIVES
27. Project area was surveyed for cultural resources in advance of an extension to
the safety zone of two runways the realignment of an intersection as part of an EIS.
VII. FIELD METHODS
28. Definitions: Site Four or more artifacts within 30 meters or less than four with
features.
IF Fewer than four artifacts within 30 meters.
29. Describe Survey Method: Project area was surveyed at 15 meter transects.
V/III DEGIN TO
VIII. RESULTS
30. List IFs if applicable. Indicate IF locations on the map completed for Part III.
A. Smithsonian Number: Description: B. Smithsonian Number: Description:
C. Smithsonian Number: Description:
D. Smithsonian Number: Description:

Limited-Results Archaeological Survey Form (Page 5 of 5)

31. Using your professional knowledge of the region, why are there none or very limited cultural remains in the project area? Is there subsurface potential?

The portion of the study area south of SH 128 has been moderately to extensively disturbed by construction of the runways and associated roads. The portion of the study area to the north of SH 128 has light to moderate disturbances on the west side of Interlocken Parkway and has been completely landscaped to the east of Interlocken Parkway. Surface artifacts and shallowly buried artifacts would have been impacted by these disturbances. There is potential in some areas for subsurface deposition although no direct evidence was observed.



APPENDIX B – DRAFT FAA TRIBAL CONSULTATION LETTER



AIRPORTS DIVISION

FAA Alaskan Region 222 W. 7th Avenue, Box 14 Anchorage, Alaska 99513-7587

Federal Aviation Administration

Date	
Tribal Leader Address	
Door	

[Project name and AIP #], Airport Location, Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) in cooperation with the owner and operator of Rocky Mountain Metro Airport (RMMA), (fill in the Sponsor's name) is a runway safety area (RSA) expansion project.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to planned and proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

Project Information

The RMMA proposes to implement RSA improvements for the west end of Runway 11L/29R and to realign the State Highway (SH) 128 and Interlocken Parkway intersection. The need for the RSA improvements is mandated by the Federal Aviation Administration (FAA) and has been identified as a primary component in the Airport Master Plan Update (RMMA 2010). The proposed realignment of the State Highway 128 and Interlocken Parkway intersection is necessary because the proposed RSA improvements encroach on the existing vehicle intersection.

The principal objectives of the Airport Master Plan Update are intended to meet the facility demand requirements, satisfy the strategic objectives and goals of the RMMA, and adhere to operational standards set by the FAA and the RMMA. In order to best

meet these objectives, the RMMA has identified the RSA improvement on the west end of Runway 11L/29R and the realignment of the SH 128 and Interlocken Parkway intersection as the Proposed Action of an EA currently being developed. The information from this study will be incorporated into the Environmental Consequences section of the EA.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

If you wish to provide comments related to this proposed project, please contact [Name and Title of FAA project manager], at the address above, at 907-271-[xxxx], or by email at [xxxx]; or please feel free to contact me directly.

Airport Owner and Operator Contact Information

In addition, you may wish to include the Airport owner and operator (list the sponsor's name) in your response so that they may be aware of your comments. The Airport owner and operator's point of contact for this project is:

Sponsor Point of Contact Name and Title Sponsor's Name Address, phone and email contact information

Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,

Debbie Roth Assistant Manager Airports Division

Enclosures:

[Left indent, and list enclosures (do not say, "as stated")]
Tribal Consultation Options form
List the Project information and figures listed above and attached

Cc:

Sponsor's Point of Contact DOTPF Regional Environmental Coordinator, for DOTPF Projects

Tribal Consultation Options

[Name of Tribe address]

Or, fax to:

Project Name: **[Name]**Federal/State Project Numbers: **[Federal/State Project Numbers]**

Please	check the appropri	ate response:				
	The [Name of Tribe] will continue coordination for this proposed project directly with Owner / Operator of the airport. Please note that if the Tribe initially chooses to consciously with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.					
The [Name of Tribe] , a federally recognized tribe, and would like to consult directly the Federal Aviation Administration in a government-to-government relationship for proposed project.						
	The [Name of Tribe] consultation is not re		d with this proposed project and further			
Use th	e back of this form or	additional sheets if you wou	ould like to make additional comments.			
 Tribal l	Leader (Please print)		Telephone			
 Tribal	Leader (Signature)		Date			
Mail:						
Phone Fax: e-mail: Other:						
If you I consul	-	ed with consultation, please	e identify a Tribal Representative for the			
Name	of Formal Tribal Repr	esentative (Please print)	Telephone			
Name	of Formal Tribal Repr	esentative (Signature)	Date			
Please	mail to:	xxxxxxxxxxxxxxxx	κx			

XXXXXXXXXXXXXXXX

APPENDIX C – PHOTOS OF THE STUDY AREA



Photo I. Typical Airside mowed grass in proximity to the runways.



Photo 2. Typical Landside disturbed but unused area within the Study Area.



 $\textbf{Photo 3.} \ \, \textbf{Typical Landside landscaped area within the Study Area}.$