



DEPARTMENT OF THE AIR FORCE
50TH SPACE WING (AFSPC)

19 Nov 13

MEMORANDUM FOR HAWAII STATE HISTORIC PRESERVATION DIVISION

Administrator
601 Kamokila Blvd. Suite 555
Kapolei, Hawaii 96707

FROM: Det 3, 21 SOPS/CC
Kaena Point Satellite Tracking Station
P.O. Box 868
Waianae, HI 96792-0868

Subject: Request for Section 106 Review and Concurrence for a Proposed Undertaking to Repair, Upgrade, or Replacement of the Dillingham Waterline for Kaena Point Satellite Tracking Station (KPSTS)

1. The U.S. Air Force (USAF) is evaluating alternatives for a proposed undertaking to repair, upgrade, or replace the existing water transfer system (waterline) from its service connection near the YMCA Camp Erdman to Building 30 (Pump House 3) for KPSTS, Waianae, Hawai'i, while still maintaining its current size, location and capacity.
2. The purpose of this letter is to initiate the required Section 106 consultation (36 CFR 800.3(c)) and to request your concurrence with our initial determination of No Adverse Effect for the proposed undertaking. The information contained in Attachment 1 was extracted from the Draft EA and satisfies the requirements found in 36 CFR 800.11. It also supports our determination of No Adverse Effect from the proposed undertaking. Also, as you may recall, on 7 August 2013, we provided a copy of the Draft EA to your office as required by 40 CFR 1502.25(a). We also provided a copy of the Draft EA to the Native Hawaiian Organizations (NHOs) at that time.
3. Please direct questions or comments to Mr. Lance Hayashi by telephone at 697-4312, by mail at the above address, or via email to Ms. Lynn Cruz at: linda.cruz.ctr@us.af.mil.

GEORGE R. SANDERLIN, Major, USAF
Commander

5 Attachments:

1. Section 106 Consultation Document
2. Site Overview Map
3. Tax Map Key (TMK) – Affected Parcels
4. DLNR-Potential Historic Properties Summary
5. SOPs-Inadvertent Discoveries

cc:

Office of Hawaiian Affairs (OHA)

Pacific Justice & Reconciliation Center

Royal Order of Kamehameha

Kawaihapai Ohana

Hui Malama I Na Kupuna O Hawaii Nei

Koa Mana

Detachment 3, 21SOPS/CEV

Attachment 1

SECTION 106 CONSULTATION FOR THE REPAIR, UPGRADE, OR REPLACEMENT OF THE DILLINGHAM WATERLINE FOR KAENA POINT SATELLITE TRACKING STATION (KPSTS) (Proponent)

NATIONAL HISTORIC PRESERVATION ACT COMPLIANCE REQUEST FOR SECTION 106 REVIEW AND CONCURRENCE

SECTION I (Information from Proponent of Undertaking)

- A. TITLE OF PROPOSED UNDERTAKING: Repair, Upgrade, or Replacement of the Dillingham Waterline for Kaena Point Satellite Tracking Station (KPSTS), O‘ahu, Hawai‘i
- B. PROPOSED START DATE: October 01, 2015
- C. LOCATION: The Area of Potential Effect for the Proposed Undertaking (APE) is generally in KPSTS’s Right-of-Way and Easements (RoW) in Mokuleia and on Kuaokalā Ridge, Oahu, Hawai‘i (see Atch 2). The Proposed Undertaking will be accomplished in the Tax Map Key (TMK) parcels as listed in Attachment 3.
- D. DESCRIPTION OF PROPOSED UNDERTAKING: The U.S. Air Force (USAF) Detachment 3, 21 Space Operations Squadron (Det 3, 21 SOPS) proposes to repair, upgrade, or replace (while maintaining its current size, location and capacity) the existing water transfer system (waterline) from its service connection by YMCA Camp Erdman to Bldg 30 (pump house 3) at KPSTS, Oahu, Hawaii (see Atch 2). The Proposed Undertaking is needed to improve water security (including for fire protection, sanitation, and industrial purposes), reduce employee exposure to potentially hazardous working conditions, and minimize future leaks from the aging waterline. The waterline has been subject to frequent failures due to its age and condition and, therefore, is considered an unreliable water source for KPSTS. Frequent failures lead to leaks which impact adjacent roadways and state park lands through erosion and ponding. Repair activities necessitate personnel traveling long distances and hiking through rugged terrain with tools and equipment to access the waterline. Personnel are subject to traffic hazards during the commute and are required to work in rugged terrain with environmental conditions that could expose workers to slips, trips, rockfalls, hostile vegetation, fatigue, uneven footing, loose rocks, poisonous insects, and feral animals.
- E. The Area of Potential Effect for the Proposed Undertaking (APE) consists of the trench or alignment of the existing waterline within which the waterline would be replaced or repaired, and a limited temporary working construction corridor within the land leased or under right-of way and easements by KPSTS and the Ka‘ena Point NAR, Ka‘ena Point State Park, and the Kuaokalā Game Management Area, which are managed by the Hawai‘i Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW). The APE also includes staging areas that would be located, after coordination with stakeholders including DLNR and other property owners, within disturbed portions of the rights-of-way or easement lands, and adjacent parcels (Atch 3).

SECTION II (Information from the Environmental Planning Office)

A. IDENTIFY HISTORIC RESOURCES

The DLNR/State Parks archeologist has provided a brief summary (Atch 4) regarding potential historic properties adjacent to or near the Proposed Undertaking. The summary includes road history and related structural features, large boulders that may be used for off-shore fishing navigation, Oahu Railway & Land Company (OR&L) railway features, possible WWII military features, and the probability of pre-contact or early historic sites.

1. ARCHITECTURAL FEATURES

There are no known historic properties that would be directly or indirectly affected by the Proposed Undertaking, but there are several potentially historic properties in the vicinity of the APE. Two KPSTS facilities, Bldgs 35 and 39006, are located between 200 and 750 feet from the Proposed Undertaking, were determined eligible in 2012 for nomination to the National Register; the Proposed Undertaking will not affect these buildings.

2. ARCHAEOLOGICAL FEATURES

Of the 13 archaeological sites identified in the general vicinity of the Undertaking/APE and KPSTS, 10 are considered eligible for listing in the NRHP and 3 are considered not eligible for NRHP listing. Four of the archaeological sites are traditional Hawaiian, two are possibly traditional Hawaiian, four date to World War II, two are ranching or historic, and one (Site No. 50-80-03-3708) has been found not to be cultural. Site 50-80-03-2805 and site 50-80-03-1183 are both traditional Hawaiian sites that are eligible for listing on the NRHP.

The NRHP-eligible traditional Hawaiian site 50-80-03-0188 (Moka'ena Heiau) is approximately 0.2 miles (1,100 feet) east of Bldg 30; no other previously recorded archaeological sites are located within the Proposed Undertaking's TMK parcels.

If human remains or other archaeological materials or sites are inadvertently discovered during ground disturbance, work in the vicinity of the discovery will stop, and the contractors and KPSTS personnel will take measures (Atch 5) to help secure any remains, archaeological materials, and associated context. If human remains are determined likely to be of native Hawaiian origin, the Office of Hawaiian Affairs, the Oahu Island Burial Council, Hui Malama I Na Kupuna O Hawaii Nei, and interested parties will be notified and requested to consult in accordance with the Native American Graves Protection and Repatriation Act.

3. TRADITIONAL RESOURCES

A large rock outcropping near sea level at Ka'ena Point, within the NAR, is particularly well known as a Hawaiian *leina a ka 'uhane*, or 'leaping place of the spirit. This cultural use, however, is traditionally understood to have occurred at the westernmost tip of Oahu Island, about one mile from the Proposed Undertaking areas. Although the ahupua'a of Kaena and Keawaula are rich in traditional history, there are no known traditional cultural places within the Proposed Undertaking and APE.

B. DETERMINE POTENTIAL EFFECT

It is the opinion of KPSTS that, pursuant to 36 Code of Federal Regulations §800.4 (d) (1), the Proposed Undertaking will have “no adverse effect” on archaeological resources or other native Hawaiian cultural resources based on the information gathered from archival documents, old maps, and archaeological data recently gathered from consultation with Hawaii State Parks (Atch 4). No evidence of cultural materials has been seen when waterline breaks or off-road vehicle created deep cuts or subsurface exposures in the soil (Atch 4). So far, all confirmed burial sites have been in the sand dunes or sand deposits along the shore line (Atch 4). The majority of ground disturbing activities would occur in previously disturbed or existing waterline Right of way/easements. During the Undertaking earthwork activities, qualified personnel would perform monitoring as appropriate and ensure the appropriate Standard Operating Procedures (Atch 5) are implemented in the event of inadvertent discoveries of human remains or archeological materials/sites.

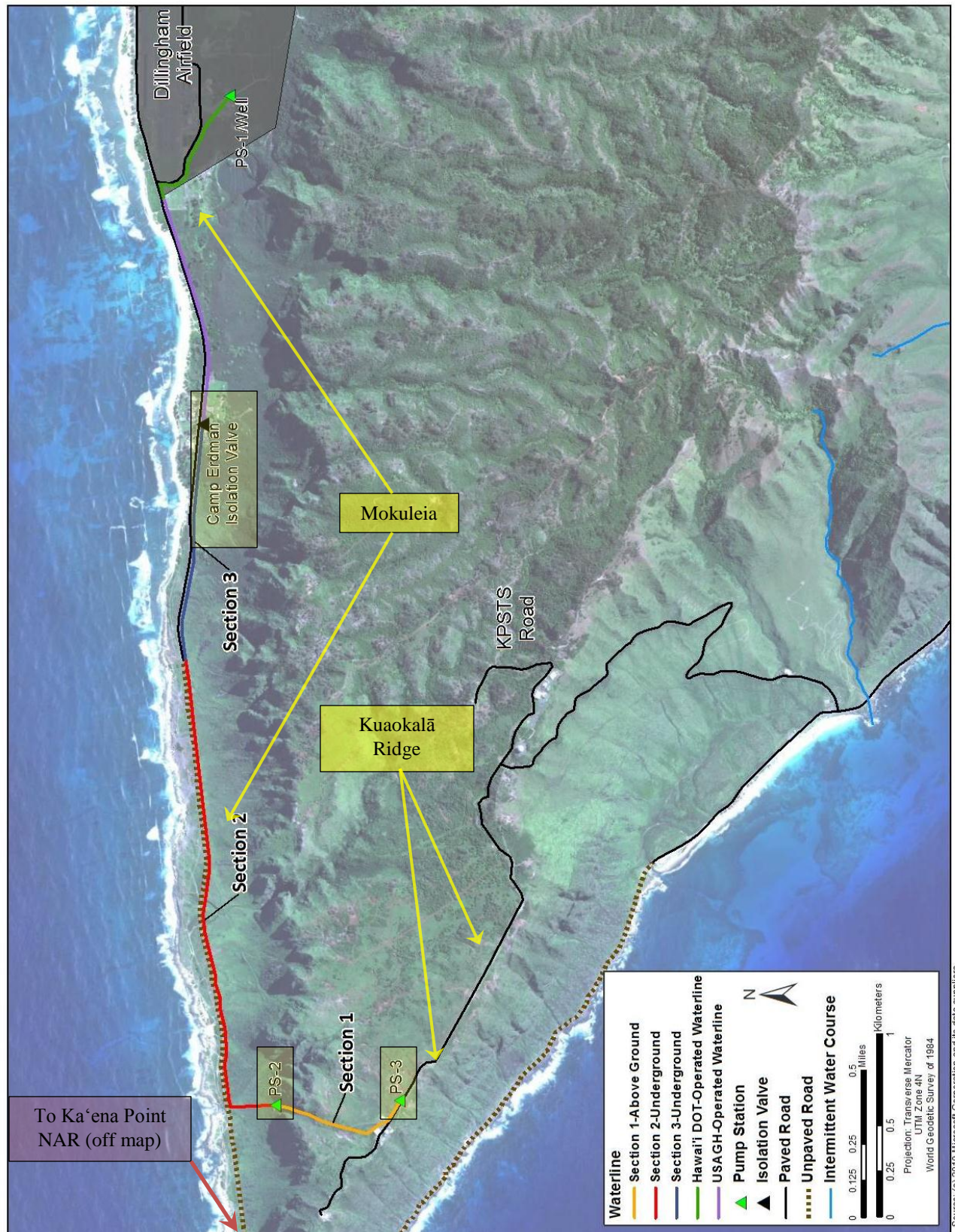
Although the Proposed Undertaking will cause temporary and minor impacts to the immediate area of the waterline during construction, we do not expect subsurface cultural deposits and features to be present within or immediately adjacent to the waterline alignment because this area and the upper road itself have been so heavily disturbed during initial construction of the road, installation of the original waterline, efforts to repair various sections of the waterline over time, and the heavy and ongoing use of the road by off-road vehicles. Thus, KPSTS considers the repair, replacement of the Dillingham waterline project to have “no adverse effect” on historic properties

SECTION III (Contact Information)

For further information, please contact Mr. Lance Hayashi at 697-4314 or via email to Ms. Lynn Cruz, linda.cruz.ctr@us.af.mil

Attachment 2

Overview Map: Kaena Point STS, Dillingham Waterline project overview



Attachment 3

Parcels Affected by the Undertaking, Tax Map Key (TMK)

Parcels in which the Proposed Undertaking will be conducted:

TMK	Fee Owner	Description/Location
69004019	S OF H DLNR STATE PARKS DIV	Farrington Hwy, YMCA Camp Erdman area
69004021	PANICCIA,VICTORIA A; LYMAN,JAMES A	Farrington Hwy, west of Camp Erdman, short stretch
69005007	S OF H DLNR STATE PARKS DIV	West end of Farrington Hwy and remainder of unimproved roadway within State Parks land
69005005	S OF H DLNR STATE PARKS DIV	Long triangular land parcel, S of TMK 69005007
69003002	STATE OF HAWAII	Large parcel including KPSTS & Bldg 50 / Pumphouse 3 (PS-3)
69001004	STATE OF HAWAII	Large parcel N of KPSTS, includes Bldg 30 / Pumphouse 2 (PS-2)

Parcels Adjacent to the Undertaking (APE):

TMK	Fee Owner	Description/Location
69004003	YMCA OF HONOLULU Camp	YMCA main site Camp Erdman (N. of Farrington Hwy)
69004004	YMCA OF HONOLULU	YMCA activities site (S. of Farrington Hwy)
69004005	S OF H DLNR STATE PARKS DIV, YMCA OF HONOLULU (Lessee)	YMCA leases from DLNR, west of main YMCA site
69004006	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004007	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004008	LYMAN,VICTORIA A P, LYMAN,JAMES A; 69-435 Farrington Hwy	Privately owned residence parcel
69004009	PANICCIA,VICTORIA A; LYMAN,JAMES A	Privately owned parcel
69004010	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004011	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004012	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004013	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004014	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004015	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004016	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004017	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004018	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69004019	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69005001	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69005002	S OF H DLNR STATE PARKS DIV	DNLR/Parks
69005006	S OF H DLNR STATE PARKS DIV	DNLR/Parks

Attachment 4

October 22, 2013

Memorandum

To: Lynn Cruz, REM
Colorado State University/CEMML Environmental Support
Ka'ena Point Satellite Tracking Station

From: Holly McEldowney, Archaeologist
Division of State Parks

Subject: Potential Historic Properties Adjacent to or Near the Ka'ena Point Satellite Tracking Station
Dillingham Waterline Repair Project

The following is a brief summary of what I know about potential historic properties adjacent to or near the current waterline and proposed improvements. I want to emphasize that the area has not undergone a systematic survey for historic properties. What I know is from observations made while working on other park projects or initiatives. My discussion therefore focuses on the types of properties found. More work would be needed to verify how many of these might be in the "area of potential effect" for the waterline repair work, access routes, and staging areas.

From what I have seen, I think all or most of the properties over 50 years old can be avoided. I realize that some of the features over 50 years old do not appear particularly significant, but the State Park policy is to preserve features that are part of the park's landscape history whenever possible.

History of Road:

The general alignment of what is now the upper road and main access route through the Ka'ena Point State Park Reserve (Mokulē'ia Side) was constructed between 1954 and 1956 according to articles in the Honolulu Advertiser and Honolulu Star-Bulletin. Progress on the road was apparently incremental and slow with work starting by Nov. 14, 1954 and being completed sometime in August of 1956. Subsequent articles discuss the funds needed to pave and improve the road but those never materialized and the road remained unpaved and largely unimproved. This would make the basic alignment and route of the road at least 57 years old and a historic property. We would agree, however, that the road has lost most of its integrity due to intentional alterations to the road's width and grade and to heavy off-road vehicle use of the generally unmaintained road. A few sections of the 1954-1956 road overlap with older road alignments created to maintain the railway, to access to the shoreline, or for ranching purposes. These overlaps occur mostly at pinch-points in the topography and mostly where drainages need crossing. No remnants of these older roads appear to have survived within the 1954-1956 alignment but they are visible on pre-1954 aerial photographs and topographic maps.

Road Related Structural Features:

There are a number of features that appear to have been constructed at the same time as the 1954 to 1956 road. Most notable are the concrete-capped stonewall features that serve as guard barriers at the edge of the road where drainages crossed and culverts installed (Figs. 1 and 2). Although these are simple structures, their design and basic characteristics are very consistent along the stretch of the road. Most of the remaining stonewall barriers are on the mauka side of the road, but there is some evidence that they were once on the makai side as well. A couple examples still exist on the makai side where the road width narrows to what may have been its original width and there are also some badly damaged wall remnants in the bushes off the makai side of the road. The waterline often runs parallel to these stonewall barriers (Fig. 2). These barriers could be damaged, or further damaged, if precautions are not taken to avoid or protect them during the waterline improvement project.

The culverts themselves and any features constructed to support them are also probably over years old and should be documented if any need to be altered during the project. I have not examined any of these in detail although some seem to be partially collapsed or nonfunctional.

There is at least one stone retaining wall constructed along the steep, downslope edge of the 1954-1956 road bed (Fig. 3). Presumably this was to stabilize the edge of the broader road bed. It is easily avoided during the waterline improvement project but other possible retaining walls should be taken into account when identifying staging areas or doing minor road improvement to access project sites or staging areas.

Large Boulders:

There are two large boulders that some in the community believe are culturally significant because they are used by fishermen to locate, through triangulation, off-shore fishing grounds. The two are chunks of the cliff face that broke off and rolled down the slope. These boulders can be avoided easily during waterline improvement project and should also be avoided when selecting staging areas. It would be best not to block their visibility from the ocean when parking large equipment not in use.

OR&L Railway Features:

Most remnants of the 1897-1947 OR&L Railway and associated features are located downslope of the 1954-1956 road bed, but in several stretches, the alignment of the road and railway bed are fairly close, particularly where feasible routes are constrained by topography and drainages. All can be avoided during work on the waterline, but measures should be taken to make sure these remnants are avoided when selecting and using staging areas. These remnants include raised railway beds, trenches cuts to create leveled railway beds, low stone walls paralleling the railway alignment, culverts, bridge foundations, and stone retaining walls.

WWII Military Features:

The entire Ka'ena Point area was heavily used by the military during World War II. Within the park reserve, this was particularly true of the area between Dillingham Field and the Lyman property on the Mokulē'ia side of the park and in the area closer to Ka'ena Point. I was shown the remnants of one concrete feature which is probably from the WWII period located immediately upslope of the 1954-1946 road. This particular example can be easily avoided but there should be an effort to look for and avoid any others that might be in the area.

Probability of Pre-Contact or Early Historic Sites:

We do not expect there to be any subsurface cultural deposits and features within or immediately adjacent to the waterline alignment because this area and the upper road itself have been so heavily disturbed during initial construction of the road, installation of the original waterline, efforts to repair various sections of the waterline overtime, and the heavy and ongoing use of the road by off-road vehicles. No evidence of cultural materials has been seen when waterline breaks or off-road vehicle created deep cuts or subsurface exposes in the soil. So far, all confirmed burial sites have been in the sand dunes or sand deposits along the shore line.



Fig. 1: Concrete-Capped Stonewall Barrier. These barrier walls were built at the edge of road where culverts pass under the road at natural drainages. Note the large boulder in the background is one of two considered by some to be culturally significant because they serves as off-shore triangulation points to locate fishing grounds.



Fig. 2: Concrete-Capped Stonewall Barrier Next to Exposed Waterline. I have not counted the number of these walls, but all were constructed over drainages with culverts. I have not found any with a date but I assume that they were built when the road was in the 1950s. Proper names are etched in the concrete of some, but not a date. They are simple but are consistent in design.



Fig. 3: Concrete Culvert and Retaining Wall for Railway and Stone Retaining Wall for 1954-1956 Roadway. The concrete culvert and retaining wall provided drainage through the leveled railway bed (foreground). The stone retaining wall was built along the steep edge of the 1954-1956 road bed.



Fig. 4: Large Boulders Used as Landmarks during Off-Shore Fishing. The two large boulders in the background, one upslope of the road and the other downslope, are considered culturally significant by some for their use by fishermen to triangulation off-shore fishing locations.



Fig. 5: Remnant of Railway Bridge Foundation and Stone Retaining Wall. This photograph was taken from the 1954-1956 road and provides an example of railway remnants near the upper road and at a topographic pinch-point.



Fig. 6: Remnant of Railway Bridge Foundation and Stone Retaining Wall (*See Fig. 5*). The characteristics of the leveled railway bed are still identifiable in many sections. The railway bed is raised in some sections and, in others, runs through cuts in higher ground. Low stone walls or alignments often run parallel to the railroad bed.

Attachment 5

STANDARD OPERATING PROCEDURES (SOP) for INADVERTENT DISCOVERIES

A. INADVERTENT DISCOVERY OF HUMAN REMAINS

PURPOSE: This SOP provides uniform guidelines in the event that human remains are inadvertently disturbed during the course of any action, undertaking, or activity at KPSTS (including those caused by natural occurrences such as erosion). Inadvertent discovery refers to the unintentional discovery of human remains during the course of any operations.

REFERENCE: National Historic Preservation Act of 1966 (36 CFR Part 800); Archaeological Resources Protection Act of 1979 (16 USC 470aa-mm); Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001 *et seq*).

RESPONSIBILITY: Primary responsibility for carrying out this SOP lies with on-site managers of the undertaking and the Det 3/CE. A copy of this SOP should be provided to all on-site managers and supervisors who are carrying out work that could result in inadvertent discovery of remains. A copy should also be provided to KPSTS security personnel.

PROCEDURES.

1. If human remains are exposed by actions not related to construction (e.g., erosion), the following actions will be taken:
 - a. the individual making the discovery will immediately notify the Installation Commander, the Det 3/CE, and KPSTS security personnel of the nature, location, and circumstances of the inadvertent discovery.
 - b. the Det 3/CE will coordinate with the CRM and then immediately carry out efforts to stabilize the site to prevent further deterioration.
2. If the human remains are exposed by actions related to a construction activity or undertaking, the following actions will be taken:
 - a. the individual making the discovery will notify the on-site manager or person in charge of the action, undertaking, or activity. The on-site manager will immediately halt the action, undertaking, or activity in the vicinity of the discovery and contact the Installation Commander, the Det 3/CE, and KPSTS security personnel of the nature, location, and circumstances of the inadvertent discovery.
 - b. the on-site manager will ensure that a reasonable effort is made to secure the area and protect the human remains from damage (including vandalism). This might include cordoning the area and covering exposed items with a tarp or similar material.
 - c. security personnel will inspect the remains to ensure that they are not of recent origin.
3. The following actions will be undertaken for all inadvertent discoveries of human remains:
 - a. if the remains are determined to be not of recent origin, the Det 3/CE will coordinate with the CRM and the contracting officer; if appropriate, the contracting officer will issue a stop work order in the area of the remains for 30

days; the Det 3/CE will ensure that the area is stabilized to prevent disturbance, erosion, or vandalism (AFI 32-7065, Section 3.9.1).

- b. the Det 3/CE and/or the CRM will arrange for an evaluation by a professional archaeologist to determine if the remains are human or non-human, and if human, to evaluate the origin, nature, and ethnicity (if possible) of the human remains. A determination of whether the inadvertent discovery constitutes a “historic property” under the NHPA will also be made; if so, then Section 106 proceedings are also called into play.
 - c. if the remains are determined to be human, the Det 3/CE and/or the CRM will notify the SHPD Burials Program immediately.
 - d. if the remains are determined to be Native Hawaiian, the Det 3/CE and/or the CRM will also notify appropriate Native Hawaiian organizations and the O‘ahu Island Burial Council about the emergency discovery of Native Hawaiian human remains; this step must be taken within three working days of determining that the remains are Native Hawaiian; the CRM will provide notification in writing to the Det 3/CC and to the AFSPC CRM of the confirmed emergency discovery of Native Hawaiian burial remains (as called for in Section 3(d) of NAGPRA). Det 3/CC certifies in writing that he was notified of the discovery.
 - e. the Det 3/CE will coordinate among appropriate Native Hawaiian organizations, the SHPD Burial Program, and the island Burial Council to develop and implement a Plan of Action under the provisions of NAGPRA.
 - f. the Det 3/CE will ensure that the Plan of Action is carried out in accordance with NAGPRA.
4. For actions related to a construction activity or undertaking, the following actions will be undertaken following Step 3.f.
- a. the Det 3/CE will serve notice that the activity at the burial location may resume, but no sooner than 30 days after the CRM has received confirmation of the receipt of the notification to Det 3/CC.
 - b. prior to resuming the action, undertaking, or activity, the Det 3/CE will ensure that associated cultural resources discovered by this process are protected and/or adverse effects are mitigated. If associated cultural resources are protected, the Det 3/CE will ensure that they will not be further impacted by continuing the activity.

B. INADVERTENT DISCOVERY OF ARCHAEOLOGICAL REMAINS

PURPOSE: This SOP provides uniform guidelines in the event that archaeological remains are inadvertently disturbed during the course of any action, undertaking, or activity at KPSTS (including those caused by natural occurrences such as erosion).

REFERENCE: National Historic Preservation Act of 1966 (36 CFR Part 800); Archaeological Resources Protection Act of 1979 (16 USC 470aa-mm)

RESPONSIBILITY: Primary responsibility for carrying out this SOP lies with on-site managers of the undertaking and the Det 3/CE. A copy of this SOP should be provided to all on-site managers and supervisors who are carrying out work that could result in inadvertent discovery of remains.

PROCEDURES.

1. Upon discovery of unanticipated archaeological remains, the individual making the discovery should notify the on-site manager or person in charge of the action, undertaking, or activity. The on-site manager should immediately halt the action, undertaking, or activity in the vicinity of the discovery.
2. The on-site manager should ensure that a reasonable effort is made to secure the area and protect the archaeological resource from damage (including vandalism). This might include cordoning the area and covering exposed items with a tarp or similar material.
3. The on-site manager should notify the Det 3/CE of the nature, location, and circumstances of the inadvertent discovery.
4. The Det 3/CE should respond as promptly as possible. If no human remains are involved, the Det 3/CE will carry out the following steps:
 - a. determine the nature, context, and preliminary significance (under the criteria of the NRHP) of the uncovered archaeological deposits or arrange for such an evaluation by a professional archaeologist.
 - b. if the site is evaluated to be significant and is of such size and/or configuration that it cannot be avoided by the undertaking, develop a treatment plan to mitigate the adverse effects of the undertaking, and consult with the SHPD in regard to the adequacy and appropriateness of the recommended treatment.
 - c. coordinate implementation of the treatment plan, which should include full documentation of the remains; written documentation of all activities undertaken as part of the treatment plan should be submitted to SHPD at the termination of the archaeological investigations.
5. If human remains are involved, refer to and follow SOP Inadvertent Discovery of Human Remains.
6. Prior to resuming the action, undertaking, or activity, the Det 3/CE should ensure that the cultural resources discovered by this process are protected and/or adverse effects are mitigated. If the cultural resources are protected, the Det 3/CE should ensure that they will not be further impacted by continuing the activity.
7. If the cultural remains are found to be not eligible for the National Register or if Section 106 procedures under NHPA have been carried to completion, the action, undertaking, or activity may resume.