
Appendix G – Section 106 Determination of Effect Memorandum

Historic Resource Group, Environmental Section
Vermont Agency of Transportation
National Life Building, Drawer 33
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MEMORANDUM

To: Rob Sikora, FHWA

Date: November 20, 2012

Subject: NO ADVERSE EFFECT
(Cover Letter for Attached Consultant Section 106 Report)

Project Name: St. Albans Federal Street Multimodal Connector

Project Number: St. Albans HPP 8000(17)

Location: St. Albans, VT

Distribution: State Historic Preservation Officer
Jeff Ramsey, VTrans Environmental Specialist
Environmental Files via John Narowski

The Vermont Agency of Transportation has reviewed this undertaking according to the standards and procedures detailed in the 4/5/99 Programmatic Agreement to implement the Federal-Aid Highway Program in Vermont and, the PA Manual of Standards and Guidelines. Project review consists of identifying the project's potential impacts to historic buildings, structures, historic districts, historic landscapes, and settings, and to known or potential archeological resources.

The following details the VAOT Officers' findings supporting our effect determination of NO ADVERSE EFFECT for the above-subject project. Completion of this document evidences that FHWA has satisfied its obligations under Section 106 for this undertaking.

NOTE: This document serves as a cover letter and formal finding of effect by the archaeological and historic preservation officers for the attached detailed Section 106 report. The officers participated in the review of the project including site meetings as well as meetings with stakeholders and town officials. We concur with the attached document generated by VHB and submitted November 20, 2012, as well as the determination of effect of No Adverse Effect.

Project Description: This project will reconstruct the Federal Street corridor to improve its use by automobiles, trucks, pedestrians, bicyclists, and public transit. The project is intended to provide a parallel urban collector route to divert through and truck traffic from the City's downtown and

create an attractive alternative access to Interstate 89. The full description of the project is found beginning on page 10 of the attached report.

Above-Ground Historic Resources: Historic properties are detailed in the attached report beginning on page 4; the list has been generated in consultation with the VTrans HPO. None will be adversely affected by this project.

Archaeological Resources:

The VTrans Archaeology Officer has reviewed this project and has concluded that it will not impact archaeological resources.

Section 4(f) de minimis finding

By copy of this document, and as required by Section 4(f) regulations, VTrans hereby informs the State Historic Preservation Officer that based on the finding of No Adverse Effect detailed in this letter, we will be recommending to FHWA a Section 4(f) de minimis impact finding for this project wherever minor amounts of property are to be acquired as needed for construction.

Above Ground Historic Resource Stipulations:

1. Final project plans and any subsequent changes thereto will be subject to review and written approval by the VTrans Historic Preservation Officer before work begins.
2. See stipulations under Heading No. 7 in the attached document for additional stipulations.



11/20/2012

Archaeology Officer

Date



11/20/2012

Historic Preservation Officer

Date

November 20, 2012

Ref: 57414.00

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RE: Recommendations on Finding of Conditional No Adverse Effect,
St. Albans Federal Street Multimodal Connector, VTrans # HPP 8000 (17)

Dear Scott and Jen:

Pursuant to the Section 106 review of the St. Albans Federal Street Multimodal Connector Project, I am providing in this letter our recommendations and background information to support a finding of conditional no adverse effect. Project review consisted of identifying the Project's potential impacts to historic buildings, structures, historic districts, historic landscapes and settings, and to known or potential archeological resources. The following information details our recommended findings to support the conditional no adverse effect. Your concurrence with these findings will evidence that the Federal Highway Administration (FHWA) has satisfied its obligations under Section 106 for this undertaking.

1. Project Description

The Federal Street Multimodal Connector (the Project), proposed by the City of St. Albans, Vermont (the City), would reconstruct the Federal Street Corridor to improve its use by automobiles, trucks, pedestrians, bicyclists, and public transit. Currently, US Route 7 (North and South Main Street) bisects the City's downtown which results in heavy north-south passenger and commercial traffic and congestion which detracts from the downtown human environment. The Project is intended to provide a parallel urban collector route to divert through and truck traffic from the City's downtown and create an attractive alternative access to Interstate 89.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 2

The purpose of the Federal Street Multimodal Connector Project has been defined in accordance with the requirements of NEPA, CEQ Regulations 40 CFR Part 1500-1508, and FHWA's Technical Advisory T6640.8A as follows:

- To increase economic competitiveness and livability in Downtown St. Albans by providing an efficient and convenient alternate north-south route for truck and automobile traffic currently using Main Street (US Route 7);
- To resolve long-standing traffic flow problems that have impacted the competitiveness of commercial and industrial properties using "Complete Street" design principles where appropriate; and
- To harness the economic power of multiple transportation modes located in close proximity to one another in an environment containing commercial, residential, and industrial uses.

Additional information regarding the Project's Purpose and Need can be found in Appendix A of the Environmental Assessment (EA). The EA was prepared to describe and assess the environmental consequences that may result from the construction of the Project and discloses the direct, indirect, and cumulative impacts that would result. Environmental, social, and cultural resources were considered, and impacts to these resources were avoided and minimized to the greatest extent practicable where appropriate, mitigation of impacts was incorporated into the Project. This analysis is conducted in compliance with the requirements of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) Regulations 40 CFR 1500 and 1508, and Federal Highway Administration (FHWA) Technical Advisory T6640.8A as well as FHWA regulations implementing NEPA as described in 23 CFR 771.

The Project involves five segments of existing roadway totaling approximately 2.1 miles. The Project area is shown in **Figures 1.2-1** and **1.2-2** of the EA. A brief description of each segment is provided below:

Project Segments

The "Nason Street Connector," South Main Street to Nason Street (0.30 miles). The Nason Street Connector is a proposed two-lane roadway which would extend the Interstate Access Road (St. Albans State Highway) westerly past South Main Street (US Route 7) across City-owned property to the intersection of Lemnah Drive and Nason Street. The proposed alignment of this connector road lies within an undeveloped area running parallel to Nason Street, which is a residential neighborhood.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 3

Lemnah Drive and Allen Street from Nason Street to Stowell Street (0.42 miles). Lemnah Drive is situated within commercial/industrial properties including the City's municipal complex. Buildings are restricted to the eastern side of the road, with undeveloped lands adjacent to the New England Central Railroad (NECR) line lying to the west acting as open air storage yards. The only bridge in the Project area is located within this reach, crossing over Stevens Brook about midway between Lower Welden Street and Nason Street.

Allen/Catherine/Federal Streets from Stowell Street to Kingman Street (0.36 miles). This area is more urban in character and considered a portion of the downtown area of the City. A variety of businesses and multiple-family properties are the predominant land use. The headquarters of the NECR are located within this segment at the intersection of Federal Street with Lake Street. Catherine and Allen Streets are a mixture of high-density residential and commercial/industrial properties.

Federal Street from Lower Newton Street to Kingman Street (0.61 miles). Federal Street is a mixed neighborhood of single-family homes and small businesses on the east side of the road and commercial/industrial uses on the west. These commercial properties include the St. Albans Cooperative Creamery and portions of the NECR along with associated industrial and commercial buildings.

Lower Newton Street from US Route 7 (North Main Street) to Federal Street (0.17 miles). Land use within this portion of the Project area is a mix of residential and commercial, with single-family homes and a few businesses lining the street. At the intersection of Lower Newton and Federal Streets is the now vacant industrial factory known as the Fonda Group Property, vacated in 2005 when the Solo Cup Company closed the plant. In 2006, the City purchased the plant and with financial assistance from the Environmental Protection Agency (EPA) brownfield cleanup program. The buildings were demolished in 2011. Additional cleanup activities will be conducted.

2. Area of Potential Effects, Identification of Historic Properties and Archeologically Sensitive Areas

The Area of Potential Effects (APE) consists of the entire 2.1 mile Project area, shown in **Figure 2.4-1** of the EA. The Project area includes two historic districts and two properties which are individually listed in the National Register of Historic Places (National Register). Additionally, through the studies conducted as part of the EA, one new historic district and two new individual properties were identified that have since been determined eligible for listing in the National Register. Each of these historic properties is described in this section, beginning with the listed properties, followed by those determined eligible for the National Register. Lastly,



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 4

archeologically sensitive areas within the Project area and the results of studies performed therein are discussed.

Listed Districts

The Central Vermont Railroad Headquarters Historic District

The Central Vermont Railroad (CVR) Headquarters Historic District was listed in the National Register in 1974. The district is recognized as the most intact 19th century railroad complex surviving in Vermont, which included passenger facilities, freight stations, repair and fabricating shops, and the general offices. The historic district nomination states that the district consists of 12 major structures along the main line and yard tracks; however, the nomination's written boundary description circumscribes a much larger area (see **Figure 3.13-1** of the EA for the boundaries) which encompasses a number of non-related buildings. These boundaries are not clearly justified in relationship to the complex's significance and the 12 buildings discussed in the nomination.¹ There are five properties within the district that lie within the Project's APE:

- The CVR General Office building at the northwest corner of Federal and Lake Streets. This is the only property of those affected that is mentioned in the National Register nomination;
- The Giroux Furniture Company Building at the southwest corner of Federal and Lake Streets; and;
- Three commercial buildings adjacent and to the south of the Giroux Furniture Company Building.

The CVR General Office building is a 2-1/2 story brick Second Empire style structure with two flanking three-story mansard-roofed corner towers and fenestration featuring narrow paired and single round-arched windows, with a grass-covered lawn in front. Sidewalks are present on both the Lake and Federal Street sides of the parcel.

¹ The written boundary description for the CVR Headquarters Historic District encompasses a much larger area than is discussed in the nomination. Vermont's nomination reviewer from the National Register office in Washington DC determined that the written boundary as stated in the National Register nomination cannot be changed or re-worded. (Devin Colman, Vermont Division for Historic Preservation, personal communication to Rita Walsh, VHB, 1/16/2011) Buildings located within that boundary, even if they are not described in the nomination, should be considered to be listed in the NRHP provided they meet the following criteria: 1) Based on the dates listed for the buildings, the period of significance would be ca. 1862–1924; 2) The areas of significance are architecture, engineering, and transportation.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 5

The Giroux Furniture Company Building, a 2-story brick-veneered wood frame structure dating from 1892 and 1905, is also individually listed in the National Register and is further described below.

The three buildings to the south of the Giroux Building all post-date the 1924 ending date for the period of significance for the CVR Headquarters Historic District and none have any associations with the areas of significance – architecture, transportation, and engineering – for which the district was listed. This indicates that these buildings are not contributing elements.

The largest of the three, directly south of the Giroux Furniture Company Building, at 26-34 Catherine Street, currently houses commercial offices and is a one-story brick and vinyl-sided building with a wide gable roof and narrow grouped windows. The building dates from after 1962, based on a review of an aerial photograph from that year. A second small building is directly south of it on the same lot and assigned the same address of 26-34 Catherine Street. This building is a shed-roofed one-story warehouse or garage clad with vertical metal profile siding, which dates from between 1946 and 1962, based on a review of Sanborn maps and an aerial photograph dated 1962. South of this building is a one-story structure at the northeast corner of Allen and Market Streets. The small gable front building has a raised concrete foundation, vinyl siding, and metal corrugated roof covering. It dates from between 1946 and 1962, based on a review of Sanborn maps and an aerial photograph dated 1962.

St. Albans Historic District

The St. Albans Historic District, which includes the central business area, Taylor Park, and the buildings to the east of the park on Fairfield and Church Streets and Maiden Lane, was listed in the National Register in 1980. The western boundary of the district is contiguous to sections of the eastern boundary line of the CVR Headquarters Historic District. The district is composed of many of the City's most prominent institutional and commercial buildings, which date from 1812 to 1932. Centered around Taylor Park, a large open park established in 1792, the district is significant for its association with the City's growth as a major commercial and governmental center in northern Vermont and the prosperity engendered by the establishment of the CVR here in the 1850s.

The buildings within the St. Albans Historic District that located with the Project's APE are at the intersection of Federal and Lake Streets. These buildings are the St. Albans Foundry and Implement Company Building at 1 Federal Street, a two-story brick and frame corner building dating to *ca.* 1870 that has been converted to a restaurant use. Other buildings associated with this company are adjacent to the corner buildings. The other building is the 1840 St. Albans House at 60 Lake Street, on the southeast corner of the Federal, Lake and Catherine Street



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 6

intersections. The four-story structure of brick and wood frame construction features a mansard roof, added with the two upper wood frame stories in the 1870s to the original Greek Revival building.

Listed Individual Properties

Willard Manufacturing Company Building

The Willard Manufacturing Company Building at 25 Stowell Street was individually listed in the National Register in 2007. The large, flat-roofed two-story timber-framed industrial building from 1896 housed a garment factory and other later industries that were dependent on the CVR line for shipping. Its significance lies in its association with the City's industrial history and its ties with several prominent manufacturing companies in the City and with the CVR. The building's front setback is next to the sidewalk, although this section is a one-story, three-car garage section of the larger main building behind it.

Giroux Furniture Company Building

The Giroux Furniture Company Building at 10-18 Catherine Street, at the southwest corner of Lake and Catherine Streets was individually listed in the National Register in 2006.² The building is a large two-story brick-veneered wood frame commercial building, which was built in two sections in 1896 and 1905. The building's north elevation contains a projecting full-width glass-enclosed storefront space that dates to *ca.* 1950-1960. A small number of pull-in parking spaces are located at the storefront's west end.

Properties Determined Eligible

Federal/Lake/Catherine Streets Intersection Historic District

The four buildings at the intersection of Federal, Lake, and Catherine Streets were evaluated as an entity at the request of the VTrans Historic Preservation Officer as the area had not been evaluated for its collective historic association with the CVR and corollary commercial / industrial activities. The area was determined eligible for the National Register by the VTrans Historic Preservation Officer for its significance as a small, cohesive district that conveys a strong association with the CVR and the attendant commercial activities that resulted from its location just west of this intersection. No other buildings were recommended to be included within this eligible district.

All four corners of this irregularly-configured intersection contain buildings that are already either individually listed in the National Register or are within an established National Register

² The Giroux Furniture Building is technically within the boundaries of the CVR Headquarters Historic District as it is currently defined.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 7

historic district. The intersection is included in one of the district listings – the CVR Headquarters Historic District – although the boundaries of this district are not clearly justified in relationship to the complex’s significance and the buildings discussed in the nomination. The four buildings are the CVR General Office building at the northwest corner, the St. Albans Foundry and Implement Company building at 1 Federal Street at the northeast corner, the St. Albans House at 60 Federal Street at the southeast corner and the Giroux Furniture Company Building at 10-18 Catherine Street at the southwest corner.

The CVR General Office building is the most visible and prominent of the complex’s structures and is one of the earliest buildings that remain. The St. Albans House at the southeast corner of Lake and Federal streets, although originally built in 1840 to serve travelers on the stage road that would become Lake Street, was greatly expanded in the 1870s and thrived for decades due to its proximity to the railroad. The two remaining structures associated with the St. Albans Foundry – one of the most extensive industrial concerns in the City – are on the intersection’s northeast corner at 1 Federal Street. The *ca.* 1890 corner building was part of the foundry until 1911 when it closed and became a cigar-making shop. There is no doubt that the product’s shipment via the railroad line contributed to its location here. Two other buildings associated with the foundry were located on the east side of Catherine Street as late as 1980 and were included in the St. Albans Historic District boundaries, but the buildings have since been demolished. The 1980 St. Albans Historic District nomination noted that the buildings in this area were not associated with Taylor Park, the focus of most of the buildings within the district, but with the industrial growth of the community after the railroad line was established here.

The more recent National Register nomination of the Giroux Furniture Company Building, the fourth building at the intersection, recognized the strong association of this building with the railroad line. The Giroux Furniture Company/City Feed Store building at 10-18 Catherine Street was originally erected in 1896 to replace an earlier group of buildings that had the same function and owner. The building originally had a Market Street address, signifying the dominance of this street. The flour, feed, and phosphate store and warehouse function is documented here as early as 1884, and likely existed earlier in the 1870s. Although the building did not have its own railroad siding connection to the railroad until after 1920, its long-term occupation of this corner next to Market Square and the freight operations also demonstrates its significant association with the railroad line.

163 Federal Street – Old Newton House/ Bilodeau House

This 1½ story side hall front gable house is dated *ca.* 1860 according to the Federal Street survey form. The house was determined eligible for the National Register by the VTrans Historic Preservation Officer as a rare example of brick construction for the modest vernacular houses constructed on Federal Street for railroad workers’ housing.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 8

The house was owned by "D. Newton" on the 1871 Beers Atlas of St. Albans. Short-return boxed cornices are typical of the houses on the north end of Federal Street, but its brick exterior marks this house as the only extant example of this construction material on the street. The facade has three bays on the first story and two centered windows above, with a south entrance. A front porch that was enclosed in the 20th century with a shed roof and paired windows, which appears in the photograph of the house on the Federal Street survey form, has been removed recently; it has been replaced by a small porch deck with a concrete floor and metal porch rail. There is a small addition in the rear of the house, dating to the original construction. While an internal brick chimney in the roof ridge is still extant, the windows have been replaced with aluminum 1/1 sash, and the roof has been covered in new sheet metal roofing. An entrance porch on the east side of the south elevation dates to *ca.* 1945, and a gable dormer on the north elevation with paired 2/2 sash windows was added *ca.* 1915. Decorative vergeboards were added under the front gable *ca.* 1970, at the same time that an attached garage was constructed in the rear of the house.

174 Federal Street – Wagner House

This three-bay house is 1 ½ stories tall, and was recorded on the Federal Street survey form as dating to *ca.* 1870. The house was determined eligible for the National Register by the VTrans Historic Preservation Officer as a relatively intact example of the modest workers' housing built on Federal Street in the mid-to-late 19th century for employees of the CVR.

The house has a side hall plan, with an original side ell and an enclosed glazed porch with 3/1 sash placed in the space between the main block and the ell. A brick end chimney is visible at the rear of the house. A one-story Queen Anne porch with a hip roof, turned posts, and diagonal brackets extends the full width of the façade. The house retains Italianate details such as a boxed cornice with short returns on the front gable, as well as an Italianate style door with round arched windows. Despite the addition of clapboard siding, original clapboards remain underneath. Likewise, original 2/2 sash windows are extant behind added storm windows.

Archeologically Sensitive Areas

Historic Site File Search and Site Inspection

A site file search performed at the Vermont Division for Historic Preservation (DHP) revealed that there are no previously identified archeological sites or cemeteries located within the APE. The closest known site is located about 1 mile northwest of the intersection of Lower Newton and Federal Streets and consists of prehistoric debris (chipped stone scatter, flakes, and one scraper). The site period for these resources is unknown. Additional information regarding previously reported sites within 3 miles of the Project area can be found in the Archeological



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 9

Resources Assessment (ARA) provided with the EA. None of the sites studied contained particularly high densities of prehistoric debris.

A walkover of the APE was conducted in October 2010 by a professional archaeologist qualified under the Secretary of the Interior Guidelines. The focus of the fieldwork was the area of the proposed Nason Street Connector, as this area has the greatest potential for intact soils and the presence of pre-contact sites. A single archeological feature was noted during the walkover: a pile of building debris, probably a collapsed outbuilding. The feature is associated with miscellaneous trash including plastic gas cans, various metal objects, and rope and it may have originally functioned as a utility shed of some sort. However, the valley slope, which is relatively gradual, offers easy access to the lower wetland areas and it is marked by occasional flat benches. The proximity of potable water in the basal wetlands and the presence of a channelized stream rising at the stormwater outfall suggest that the valley slope would have been attractive for Native American use. The ARA recognized the portion of the proposed Nason Street Connector on the west-facing valley slope (i.e., east half of the proposed roadway segment) as a location of archeological sensitivity.

Other segments of the APE have been previously disturbed, developed, and redeveloped over time, both within the right-of-way (ROW) and in areas beyond the ROW limits into which the Proposed Action will extend. For this reason, the likelihood of identifying intact archeological features in either of these areas is considered low to moderate and additional studies were not deemed to be warranted.

Phase I Archeological Site Identification Survey

The currently undeveloped and southernmost portion of the Federal Street corridor where the Nason Street Connector is proposed was identified in the ARA as being archeologically sensitive as described above. For this reason, a Phase I Archeological Site Identification Survey was completed in June 2012 and supplemental testing completed in July 2012. These surveys included the excavation of a total of 49 test pits oriented along 11 linear transects that bisected the proposed route of the Nason Street Connector.

Of the 38 test pits excavated during the Phase I Archeological Site Identification survey (each 20 inches by 20 inches in size), only one test pit was positive, returning a single piece of lithic debitage (a by-product of stone tool making or refurbishment) at a depth between 16 and 20 inches below ground surface. This test pit was located near the proposed centerline of the Nason Street Connector.

In an attempt to determine if the positive test pit was indicative of a larger and potentially significant site, 4 additional close interval test pits were completed during the Phase I survey,



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 10

each of which was negative. Supplemental Phase I testing was performed in July 2012 to better define the extent, context and integrity of the site. This testing included the excavation of 7 additional test pits and expansion of the original positive test pit to a dimension of 3.3 ft by 3.3 feet. All additional test pits were negative. One additional specimen of lithic debitage was produced from the expanded pit, indicating that minimal lithic reduction activities occurred within this portion of the APE.

3. Proposed Action

The Project will include pavement and related infrastructure reconstruction, bike and pedestrian enhancements, lighting, landscape and utility improvements. To satisfy the Project's Purpose and Need with respect to realizing the potential of multiple transportation modes in close proximity to one another, the typical roadway section for the Project corridor includes the following elements (see **Figure 2.6-2** of the EA):

- 11-foot wide travel lanes for each direction of vehicular traffic;
- 4-foot wide (min.) bicycle lanes (5-foot wide where on-street parking is provided);
- 2 to 4-foot wide grass utility strips; and
- 5-foot wide sidewalk (on both sides of the road along Federal Street, on one side elsewhere).

Depending on the age and condition of the road surface and the need to repair or relocate buried utilities, full depth reconstruction may be required. In areas where recent roadwork has been performed, road surface rehabilitation may be possible. The stormwater collection system along the entire corridor would be reconstructed during this process, with runoff collected by curbing and catch basins and routed to treatment areas. As part of making the Federal Street Corridor more attractive to businesses and residents, the City would strive to move the overhead utilities underground so they would be more reliable and unobtrusive. Street trees would be planted in the grass utility strip where appropriate, and energy efficient street lights would also be provided. Access management improvements such as driveway formalization and consolidation would be implemented, and traffic and wayfinding signage would be added and improved as appropriate.

For much of the Project area, because of constraints posed by existing buildings, the relative simplicity of the roadway segment, or the relative lack of traffic flow problems, no alternative actions were deemed possible for these improvements. However, alternative actions were assessed for two locations:

- The intersection of Lower Welden Street at Allen Street and Lemnah Drive; and



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 11

- The intersection of Lake Street at Catherine and Federal Streets.

The impacts to historic properties are focused on the latter location. This intersection is within two listed historic districts (CVR Headquarters Historic District and St. Albans Historic District) and one eligible historic district (Federal/Lake/Catherine Streets Intersection Historic District). One individually listed property is also present: the Giroux Furniture Company Building.

The Proposed Action at the intersection of Lake Street at Catherine Street and Federal Street is to signalize the intersection, with Catherine Street 1-way northbound and Market Street 1-way southbound (see **Figure 2.8-1** of the EA). This alternative includes modifications to the existing intersection geometric configuration. Improvements include the addition of continuous 5 ft.-wide bike lanes on both sides of the road, fully-actuated signal with left turn only lanes provided on Federal Street and Catherine Street, right turn only lane on Federal Street and a right turn slip lane from Lake Street to Market Street.

This alternative would improve the overall operation of the intersection. The traffic would have assigned right-of-way for each conflicting traffic movement. It does this by permitting conflicting streams of traffic to share the same intersection by means of time separation. The pedestrian facilities are better defined and the routes would be shorter than the existing condition. This alternative would provide a desirable centralized location for a municipal parking lot, or a mix of parking, green space or buildings. The Giroux Furniture Company Building would be preserved, which is not the case in other alternatives that were explored.

Additional information on the alternatives considered at these locations and the Proposed Action can be found in **Chapter 2** of the EA.

4. Nature of Project Effects to Historic Properties

Project impacts are considered minor and would have no adverse effect on the historic properties. The impacts from the Proposed Action and alternatives considered are presented below.

Impacts to each of the historic properties in the Project area that would result from the Proposed Action are discussed in this section. Maps depicting ROW takings and slope impacts to these properties are included in the EA as **Figures 4.4-1 to 4.4-8**.

The CVR Headquarters Historic District

The Proposed Action has several impacts to the historic district as it is currently defined. A roundabout at the intersection of Lower Welden, Allen Street and Lemnah Drive requires



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 12

shifting the centerline of Allen Street to the west to minimize impacts to residential properties on the east side of Allen Street and to achieve appropriate geometry to connect Lemnah Drive on the south to Allen Street on the north of the intersection (see **Figure 4.4-1** of the EA). This action requires taking a small portion of the west side parcel within the district on Allen Street.

Within this district, the Proposed Action also involves the demolition of three buildings in the block bounded by Lake, Catherine, Stebbins and Market Street for a municipal parking lot (see **Figure 4.4-2** of the EA). The three buildings to the south of the Giroux Building all post-date the 1924 ending date for the period of significance for the CVR Headquarters Historic District and none have any associations with the areas of significance – architecture, transportation, and engineering – for which the district was listed. As previously mentioned on page 4, we recommend that these buildings are not contributing elements to the district, as the boundaries stand.

North of the three buildings in the same block, the Giroux Furniture Company Building parcel would only be impacted by the Proposed Action through the taking of a small amount of ROW from the east (Catherine Street) side of the historic property parcel and would have slope impacts, basically re-grading, on the south side of the parcel to reconfigure the existing parking spaces.

At the northwest corner of the intersection of Federal and Lake Streets, the Proposed Action would involve a ROW taking of the parcel that contains the CVR General Office building in order to construct a required three-lane approach to the intersection from the north.

North of this intersection, there would be minor re-grading involved to the parcel opposite Center Street on the west side of Federal Street for a raised island with new sidewalks and some new parking spaces that would help define the street edge (see **Figure 4.4-3** of the EA). Further north of this area, new sidewalks would be added to the front of the parcels on the west side of Federal Street, which currently have no such amenities.

St. Albans Historic District

The Proposed Action would involve several changes at the intersection of Lake and Catherine Streets and along the east side of Federal Street near Center Street (see **Figure 4.4-4** of the EA). At the St. Albans House parcel on the southeast corner of Lake and Catherine Streets, there would be minimal use of the property during construction to reconstruct the existing sidewalk along the property's west side (Catherine Street) and north side (Lake Street). Between Kingman and Center Streets, there would be a minor impact to the district to build streetscape improvements. However, no permanent ROW impacts are proposed.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 13

Willard Manufacturing Company Building

The Proposed Action would add streetscape improvements in front (west) of the building; there would be no ROW impact to the parcel. The sidewalk that is currently in front of the building would remain, but would be rebuilt as part of the Project.

Giroux Furniture Company Building

The Proposed Action would only take a small amount of ROW from the east (Catherine Street) side of the historic property parcel. Additionally, there would be minor slope impacts to re-grade the existing parking lot on the south side of the parcel to reconfigure the existing parking spaces.

Federal/Lake/Catherine Street Intersection Historic District

The Proposed Action would substantially reconfigure the Federal/Lake/Catherine Street Intersection, but there would be no full acquisition or demolition of any building within this district. A permanent ROW acquisition would affect the CVR General Office building on the northwest corner in order to construct a three-lane approach to the intersection from the north. The Proposed Action would also involve re-grading the south end of the Giroux Furniture Company parcel to reconfigure an existing parking lot. Additionally, there would be a minor permanent ROW acquisition along Catherine Street on the east side of the Giroux parcel in order to obtain acceptable geometry at the intersection. At the St. Albans House parcel on the southeast corner, there would be temporary use of the property during construction to reconstruct the existing sidewalk along the property's west (Catherine Street) and north (Lake Street) sides.

163 Federal Street

The Proposed Action would involve minor re-grading of the existing driveway of this property to tie into the new grade of the reconstructed Federal Street. There could also be a temporary use of a small portion of the front of the property in order to reconstruct the existing sidewalk adjacent to the parcel.

174 Federal Street

The Proposed Action would make no changes to this property.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 14

Archeological Resources (Nason Street Connector)

The conclusions of the Supplemental Phase I study at the location of the proposed Nason Street Connector was that the limited artifact density and the negative pits excavated indicate that the portion of the archeological site within the APE is not significant. These finds may relate to a larger site area outside of the proposed corridor to the south and west. Based on the results of the Phase I and Supplemental Phase I study, no further archeological work is recommended at the location of the positive test pit and the construction of the Project will have no adverse effect on archeological resources.

5. Public Participation

Three Public Meetings were held during development of this Project, one of which was with the St. Albans City Council. A list of the meetings along with the date, locations and topics are provided below:

Public Meeting

November 10, 2010

Library, Bellows Free Academy

Local Concerns Meeting to introduce Project limits and proposed intersection improvements and solicit public comment.

Public Meeting

November 29, 2011

Library, Bellows Free Academy

Alternatives Presentation Meeting to provide residents, business owners, City officials, VTrans, and regulatory and consulting agencies with the proposed alternatives and to solicit feedback in order to identify an alternative to move forward as the Proposed Action.

City Council Meeting

December 28, 2011

St. Albans City Hall

Description of the Project Alternatives formulated through the refinement of conceptual designs, the public outreach process, and coordination with City officials, VTrans and FHWA.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 15

6. Analysis

The Proposed Action was developed in consultation with the City, FHWA and VTrans to eliminate or reduce impacts to historic properties in the Project area, particularly the Giroux Furniture Company Building. The following features of the Proposed Action help to minimize its impact on these resources:

- To the degree possible, all improvements were designed to maintain the existing roadway alignment and to remain within the existing documented ROW.
- Demolition of the Giroux Furniture Company Building was eliminated by refining the design to use existing site access drives and roadways versus new connector roads and driveways.
- Additionally, impacts to the three historic districts in the Project area were minimized by alteration of traffic patterns in a manner that would minimize property impacts (i.e., providing one-way circulation).

7. Conditions

- 1) The City of St. Albans agrees to include the VTrans Historic Preservation Officer in the discussions regarding the balance of parking spaces and green spaces within the area south of the Giroux Furniture Company Building.
- 2) The City of St. Albans agrees that the VTrans Historic Preservation Officer will review and approve the final plans and will not proceed with the proposed work until the VTrans Historic Preservation Officer provides written approval to the final plans.
- 3) The City of St. Albans will insure that the entity responsible for Project construction is familiar with the content and requirements of the following sections of the Vermont Statewide Federal Aid Highway Programmatic Agreement:
 - a. Section 4(I) Discovery of Archaeological Sites During Project Construction; and
 - b. Section 4(J) Treatment of Human Remains.



Scott Newman and Jeannine Russell

Project No.: 57414.00

November 20, 2012

Page 16

Please sign below to indicate your concurrence with these findings.

11/20/12

Scott Newman, VTrans Historic Preservation Officer

Date

11-20-12

Jeannine Russell, VTrans Archaeology Officer

Date

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

Rita Walsh

Senior Preservation Planner

Appendix H – Archeological Information

- Archeological Resources Assessment
- Excerpts from Vermont Statewide Federal Aid Highway Programmatic Agreement Regarding Discovery of Archaeological Sites During Project Construction and Treatment of Human Remains

For Client Review

***ARA LETTER: Federal Street Multi-Modal
Connector Project***

**City of St. Albans, Franklin County,
Vermont**

Prepared for City of St. Albans
Vermont Agency of Transportation

Prepared by Vanasse Hangen Brustlin, Inc. (VHB)
Carol S. Weed, M.A., R.P.A.
7056 US Route 7
North Ferrisburg, VT 05473
617.924.1770, extension 1287

March 2011

Table of Contents

Table of Contents.....	ii
List of Tables	iii
List of Figures	iii
List of Plates.....	iv
Project Description and Area of Potential Effect	1
Project Description.....	1
Area of Potential Effect.....	1
Research Methods and Results of Review	19
Research and Field Methods.....	19
Site File Results and Context Review.....	20
Walkover Field Observations.....	25
Archaeological Sensitivity.....	26
Conclusions and Recommendations.....	29
References Cited	30

List of Tables

Table No.	Description	Page
1	Previously Reported Archaeological Sites.....	20

List of Figures

Figure No.	Description	Page
1	Site Location in City of St. Albans, Franklin County, Vermont.....	2
2	Federal Street Multi-Modal Connector Project Route Showing Project Segments and Photo Locations.....	3
3	Federal Street Multi-Modal Connector Project Route Showing Detail of Alternatives 2, 3, and 4 and Their Impact to the 'Island' Bounded by Lake, Catherine, Stebbins, Allen, and Market Streets.....	6
4	Federal Street Multi-Modal Connector Segment 5 Showing 150-foot Wide Study Corridor Boundaries Relative to Wetlands B and F Boundaries and Buffer.....	9
5	Segment 5 Showing Detail of Field Site 57414-CRM-01.....	27
6	Definition of Archaeologically Sensitive Areas.....	29

List of Plates

Plate No.	Description	Page
1	Segment 1, view west from Main Street at Lower Newton Street (VHB Photo: 2010-08-18-TTC_004).....	10
2	Segment 1, view east from Lower Newton Street toward Federal Street intersection [right] (VHB Photo: 2010-08-18-TTC_017).....	10
3	Segment 2, view south from Lower New Street toward Federal Street [left] and New England Central Railroad tracks [right] (VHB Photo: 2010-08-18-TTC_005).....	11
4	Segment 3, looking north at Federal Street (VHB Photo: St. Albans_059, 10/ 14/ 10).....	11
5	Segment 3, Clarence Brown Inc., gas station on east side of Federal Street	12
6	Segment 3, view southwest from Federal Street toward City Park and NECR Building (VHB Photo: St Albans_072, 10/ 14/ 10).....	12
7	Segment 3, intersection of Federal and Lake streets, view east from Market Street	13
8	Segment 3, view northeast from Stebbins Street up Catherine Street (VHB Photo: 2010-08-18-TTC_054).....	13
9	Segment 3, view south from Lake Street down Market Street. NECR tracks to picture right (VHB Photo: 2010-08-18-TTC_052).....	14
10	Segment 3, view southwest from Stebbins Street to its intersection With Allen Street (VHB Photo: 2010-08-18-TTC_057).....	14
11	Segment 4, view north from the south side of Lower Welden Street toward Allen Street (VHB Photo: St Albans_107, 10/ 14/ 10).....	15
12	Segment 4, view north from Lemnah Drive toward bridge over Stevens Brook (VHB Photo: 10-08-2010_001).....	15

List of Plates, cont.

Plate No.	Description	Page
13	Segment 4, view northwest at Stevens Brook from Lemnah Drive bridge (VHB Photo: IMG4271, Federal St NR Survey_Photos)	16
14	Segment 4, view southwest from Lemnah Drive toward Nason Street (VHB Photo: St. Albans_117, 10/ 14/ 10).....	16
15	Segment 5, new right-of-way, view east along lower slope (VHB Photo: CSW 10/ 14/ 10)	17
16	Segment 6, view east from New Road right-of-way toward . Intersection of Main Street (USROUTE 7) and State Highway Access Highway (SASH) (VHB Photo: IMG4323)	17

Project Description and Area of Potential Effect

Project Description

Vanasse Hangen Brustlin, Inc., (VHB), North Ferrisburg, Vermont, is conducting final design and permitting services for the City of St. Albans, in cooperation with the Vermont Agency of Transportation (VTrans) for the proposed Federal Street Multi-Modal Connector (the project), City of St. Albans (the City), Franklin County, Vermont (see Figure 1 for Project Site Map). The purpose of the project is to reduce truck traffic and vehicle delay on Main Street (US Route 7) in the City by establishing an alternative north-south route through the City. The goal of the project is to design, permit and build roadway and intersection improvements that will facilitate improved mobility for all modes of transportation including pedestrian, bicycle and vehicular, in the City's downtown. The Federal Highway Administration (FHWA) is providing a portion of the funding to the City for the design of this project. For this reason, the Project is subject to the National Environmental Policy Act of 1969, as amended (NEPA) and its implementing regulations.

This Archaeological Resource Assessment (ARA) Letter has been prepared in support of the NEPA process and Vermont's Act 250 Land Use Law, as local and state permits will be needed for the project. As of this writing, the following local, state, and federal permits may be required by the project: Act 250 land use law; Title 19 Section 1111 Utilities and Access Permit; Operational Phase Stormwater Discharge Permit; Construction Phase Stormwater Discharge Permit (NPDES); Stream Alteration Permit; Wetlands Conditional Use Determination; Section 401 Water Quality Certificate; Threatened & Endangered Species Takings Permit; and Section 404 USA Army Corps of Engineers Permit. In addition, it is considered likely that an Act 250 permit amendment to the Lemnah Drive extension permit (LUP# 6F0277-8) will be prepared and filed on behalf of the City and either an Environmental Assessment (EA) or a Categorical Exclusion (CE) for the NEPA process.

Area of Potential Effect

The project route and the proposed locations of roadway and intersection improvements are depicted on Figure 2. Figure 2 also shows various photo locations which are referenced subsequently in the discussion.

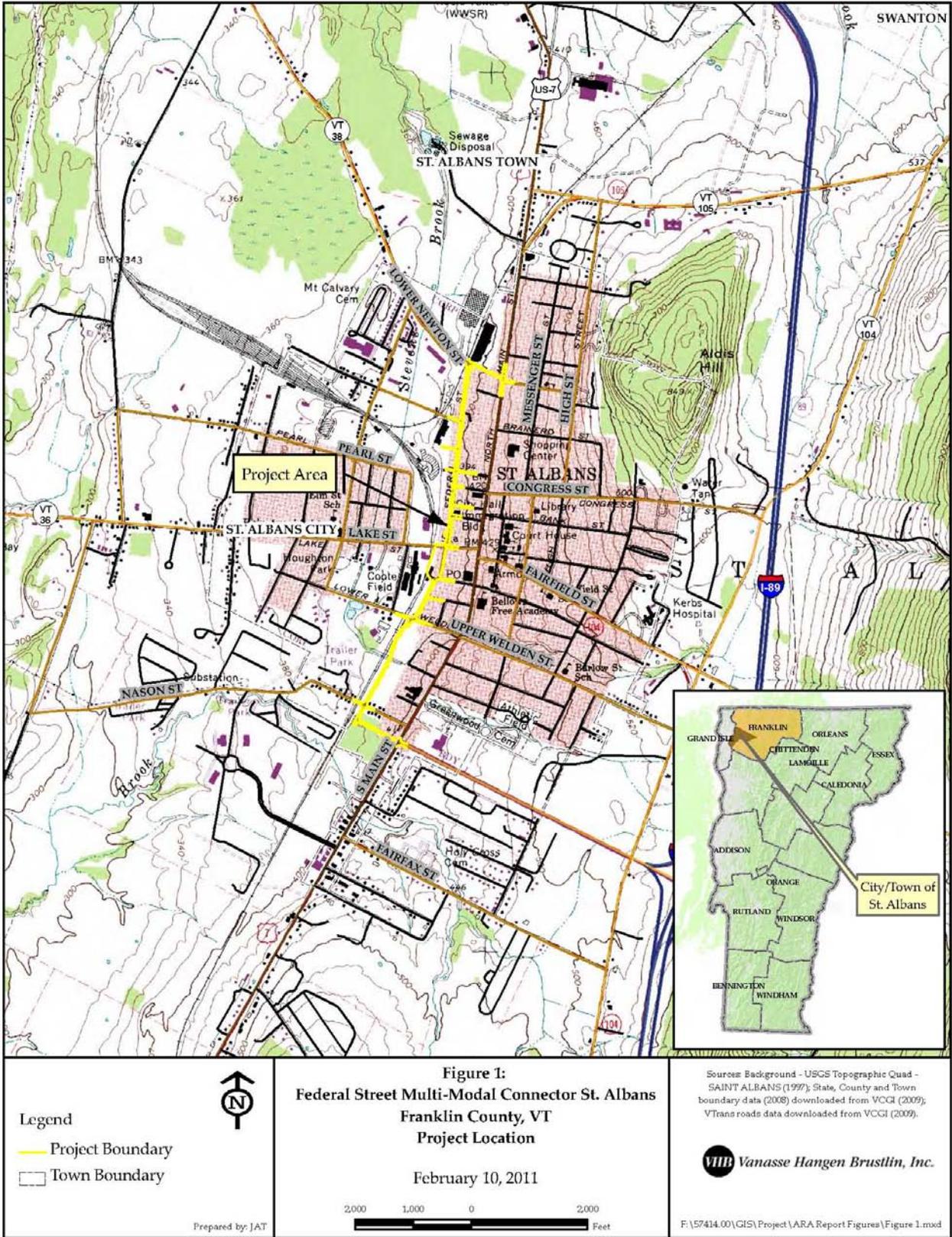


Figure 1: USGS 7.5 minute quadrangle, City of St. Albans, Franklin County, Vermont

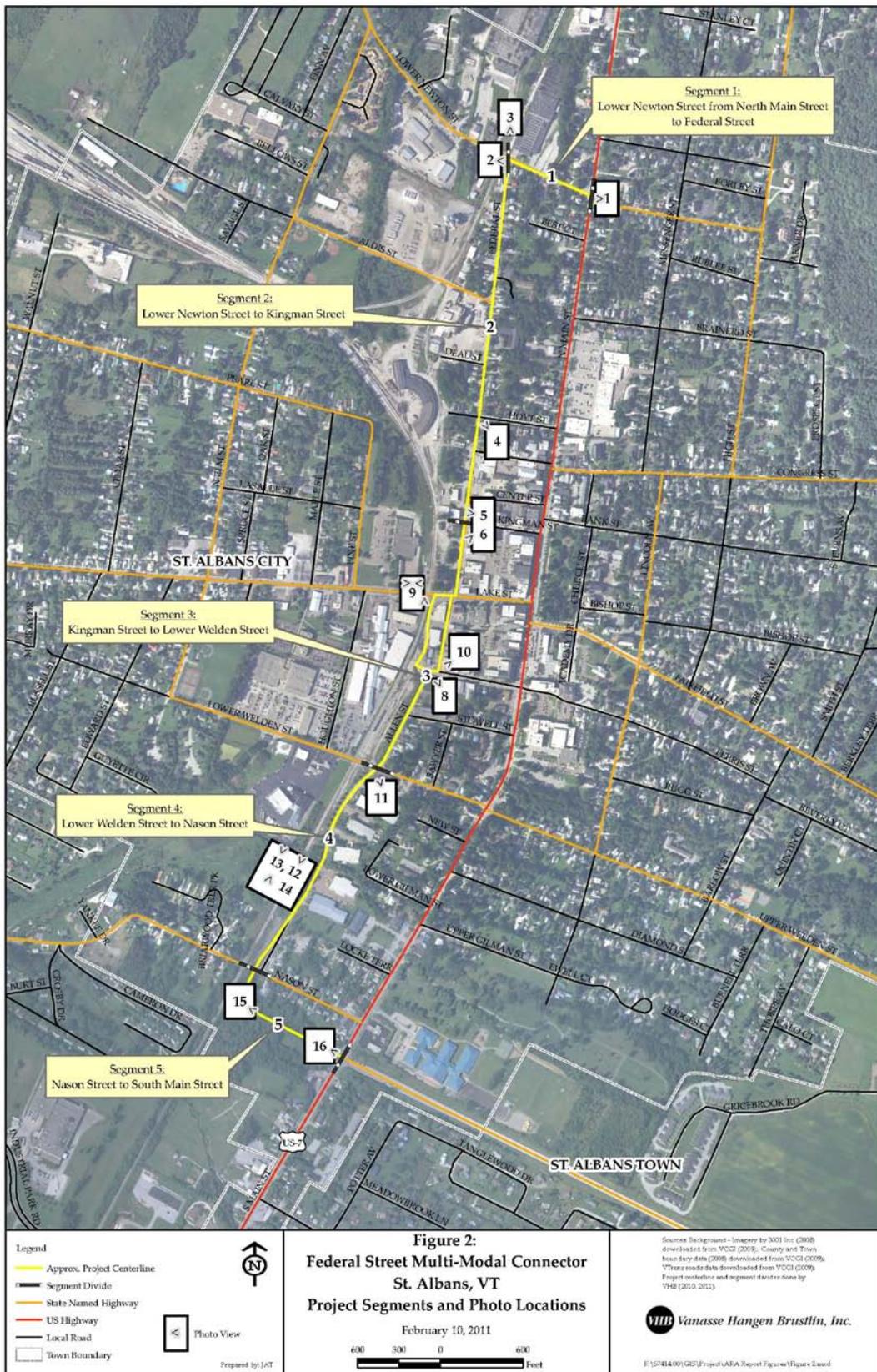


Figure 2: Federal Street Multi-Modal Connector Project Route Showing Project Segments and Photo Locations

The project is divided into five segments:

- Segment 1: Lower Newton Street (Vermont State Route [VT] 38) from North Main Street (US Route [US] 7) west to Federal Street
- Segment 2: Federal Street from Lower Newton Street (VT 38) south to Kingman Street
- Segment 3: Federal Street/ Catherine Street/ Allen Street south from Kingman Street to Lower Welden Street
- Segment 4: Allen Street/ Lemnah Drive south from Lower Welden Street to Nason Street
- Segment 5: New Roadway from Nason Street/ Lemnah Drive east to South Main Street (US Route 7) / St. Albans State Highway (Interstate Access Road).

The project is needed to 1) improve access and capacity for the City's downtown and its west side industrial and commercial areas; 2) reduce traffic congestion on Main Street (US Route 7); 3) improve the intersection of Lake Street, Federal Street, and Catherine Streets; 4) provide an intermodal connection between I-89 (on the east side of the City) and the New England Central Railroad (NECR) railyard transfer facility adjacent to Federal Street near Lake Street; 4) improve transit route connections and access to the Amtrak Station near Lake and Federal streets; and 5) improve bicycle and pedestrian travel along Main Street and the Federal Street corridor.

In order to address these needs, various responses are being evaluated as part of the alternatives analysis. The project cannot be implemented without changes in pavement widths, pedestrian and bicycle accommodations, and intersection modification. In addition, the project would include the creation of a new through street at its southerly end to connect the St. Albans State Highway/ US Route 7 (Main Street) to Lemnah Drive (Anonymous 2010). The new roadway would alleviate truck traffic on the various residential streets that lie between Main Street (US Route 7) and the Federal Street corridor (see Figure 2).

Although plans are still in development, the project would result in the following alterations along the five segments. As will be noted, only Segments 2, 3, and 5 would entail breaking ground outside existing road rights-of-way.

Segment 1 consists of two parts: 1) the intersection of Main Street (US Route 7) with Lower Newton Street (VT 38; Plate 1); and 2) Lower Newton Street between the Main Street (US Route 7) intersection and the Federal Street intersection, a length of about 1600 feet (ft; 488 meters [m]) (Plate 2). In this segment, Lower Newton Street consists of one lane in each direction with an existing sidewalk on the south side of the street. All proposed modifications will be made within the existing ROW.

Segment 2 encompasses Federal Street between its intersection with Lower Newton Street and Kingman Street (Plate 3). In this segment, Federal Street is two-lane roadway, with an existing sidewalk on the east side. Proposed improvements to Federal Street include

constructing bike lanes and curbs on both sides of the existing street and installing a sidewalk on the west side of the street. These proposed modifications can be made between Lower Newton Street and Hoyt Street within the existing ROW. However, between Hoyt and Kingman Streets the existing ROW is 49.5 ft (15 m) wide and the proposed improvements would require an additional 10.5 ft (3.2 m) of ROW width. Where the taking/ easement would occur is currently under study.

Segment 3 is comprised of three north-south legs which are slightly off-set from one another (Plates 4-9). The three streets, from north to south, are Federal, Catherine, and Allen Streets. These roads form a continuous corridor between Kingman and Lower Welden Streets. Two intersections link the off-set legs. The first is at Lake Street forming the intersection between Federal and Catherine Streets. The second is Stebbins Street which forms the intersection between Catherine and Allen Streets. As shown in detail on Figure 3, Stebbins Street deadends west of the intersection of Catherine and Allen Streets at Market Street. Market Street, in turn, connects to Lake Street west of Catherine Street, effectively delimiting a commercial parcel bounded by Stebbins and Market Streets on the south and west, Catherine Street on the east, and Lake Street on the north. Federal, Catherine, and Allen Streets are one-lane in each direction and each has an existing sidewalk on the east side. Stebbins Street also has two opposing lanes and it has a sidewalk on the north side. Market Street is a private roadway with a lane in each direction. Parking is allowed on the east side of the roadway; there are no sidewalks.

Resource Systems Group, Inc. (RSG; 2005), in the 2005 Federal Street Corridor Study Update, proposed four alternative alignments each of which affected both the Lake Street and Stebbins Street intersections. The following describes the possible changes to Segment 3:

- 1) Alternative 1 would close Market Street and it would upgrade Catherine Street. Stebbins Street would either terminate at Catherine Street or continue to the now-closed Market Street which would be modified to serve as a parking lot.
- 2) Alternative 2 closes thru traffic between Federal and Catherine streets. Rather, the traffic flow in the Federal/ Lake intersection is altered so that traffic flows from southbound Federal and east and westbound Lake Street to one-way, southbound Market Street. Two-way traffic is maintained on Catherine Street but the street is restricted access servicing only the existing businesses.
- 3) Alternatives 3 and 4 are variations on Alternative 2, with roundabouts replacing the intersection of Federal, Lake, and Catherine Streets and the traffic flowing onto Federal, Lake, and Market Streets. Catherine Street is closed. In Alternatives 2, 3, and 4, the Giroux Furniture store building at the north end of the commercial 'island' now bounded by Catherine, Stebbins, Lake, and Market Streets would be taken and the island footprint significantly changed.

The four alternatives described above affect the intersections of Catherine, Allen, and Stebbins Streets as well. Under Alternative 1, the intersection is slightly realigned to

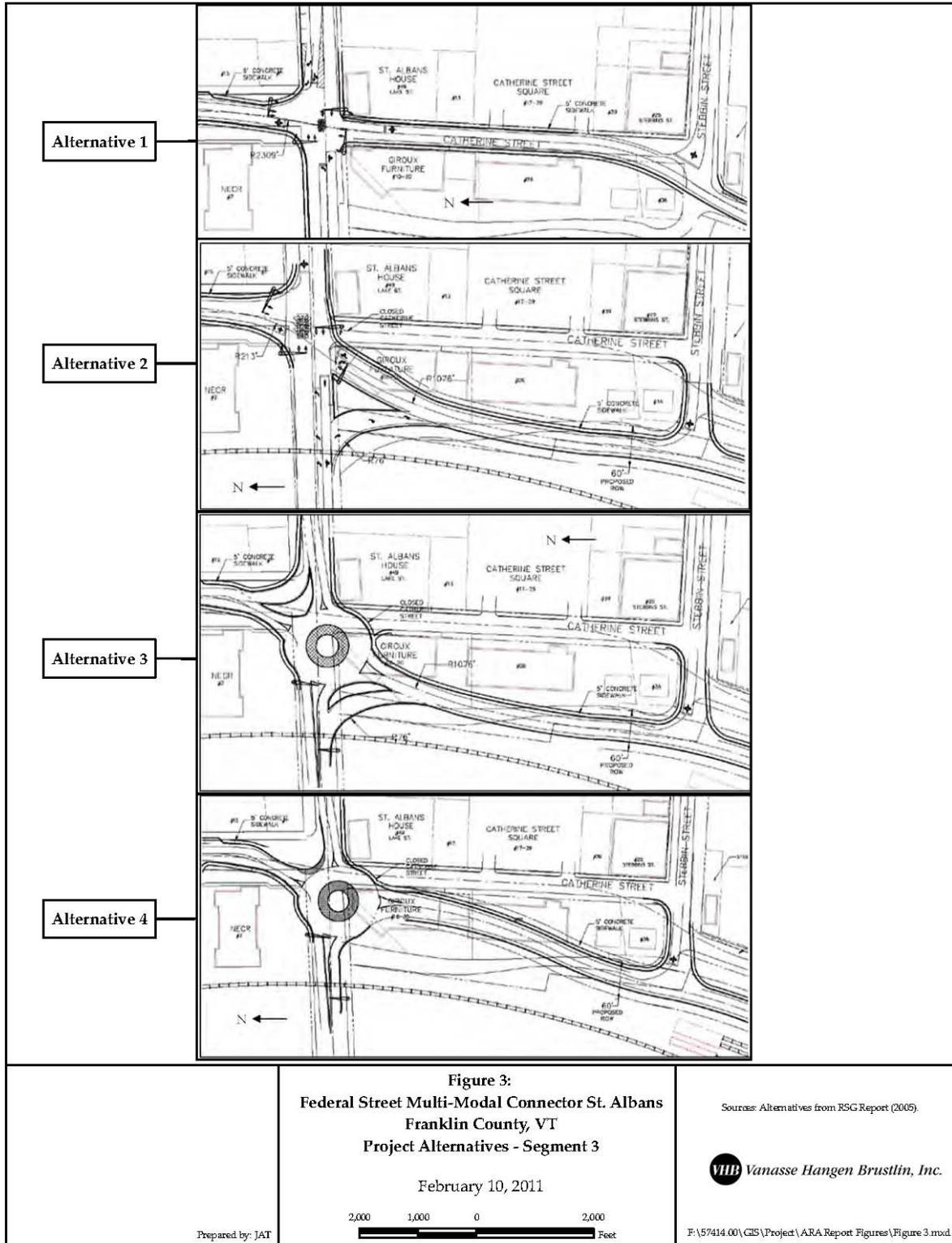


Figure 3: Federal Street Multi-Modal Connector Project Route Showing Detail of Alternatives 2, 3, and 4 and Their Impact to the 'Island' Bounded by Lake, Catherine, Stebbins, Allen, and Market Streets

improve the off-set alignment between the south end of Catherine Street and the north end of Allen Street. For Alternatives 2, 3, and 4, the intersection is completely re-aligned to accommodate a new alignment for Allen Street. The existing Allen Street alignment would be shifted west into the grass strip adjacent to the western edge of the existing curbline. This boundary strip is currently owned by NECR and is part of the railyard facility.

Overall, depending on the alternative chosen, the direct impacts outside of existing road ROWs would range from virtually none (Alternative 1) to multiple (Alternatives 2-4). Most of the direct impacts would result from the new alignments across the commercial island bounded by Catherine, Lake, Stebbins, and Market Streets and from the new alignment of Allen Street between Stebbins and Lower Welden Streets.

Segment 4 has three parts: Allen Street; the intersections of Allen, Lemnah, and Lower Welden Streets; and Lemnah Drive (Plates 10-14). As noted for Segment 3, Allen Street's footprint could be significantly altered under Alternatives 2, 3, and 4. At present, Allen Street is two-way with no on-street parking. A sidewalk does exist on the east side of the current street. Under the proposed project, the re-alignment of Allen Street would bring that street in-line with Lemnah Drive. At present, Lemnah Drive is off-set west of Allen Street's intersection with Lower Welden Street. The realigned intersection of Allen Street, Lemnah Drive, and Lower Welden Street would facilitate through traffic. It is proposed to have dedicated left-turn lanes on the four legs of the intersection (RSG 2005:75). Although Lemnah Drive was constructed within the last decade, sidewalk and bicycle lanes were not constructed nor was the bridge over Stevens Brook rated for truck traffic. The project would address these issues by adding a sidewalk on the east side, bicycle lanes on both sides, and by widening the existing bridge over the brook and designing the bridge to current AASHTO LRFD Bridge Design Specifications. The Allen Street modification could shift that road west westerly outside of existing ROW. The proposed modifications to the intersection of Allen Street, Lemnah Drive, and Lower Welden Street are confined to the existing ROW. The addition of a sidewalk on the east side of Lemnah Drive can be accommodated within the existing ROW.

Segment 5 begins at the south end of Lemnah Drive at that street's intersection with Nason Street and it ends at the intersection of South Main Street (US Route 7) and St. Albans State Highway (Interstate Access Road) (Plates 15-16). The intersection of Lemnah Drive at Nason Street will be upgraded to include a left-hand turn lane on Nason Street eastbound. The proposed roadway would be constructed to connect Lemnah Drive with US Route 7 and the existing St. Albans State Highway connector. The new road will have three, 11-ft (3.3-m) wide travel lanes and two, 4-ft (1.2-m) wide shoulders and it will be 1090 ft (332.3 m) long between the Nason Street intersection and US Route 7. There is no mention of sidewalks in the RSG (2005:77) description of the road. The new connector will meet with US Route 7 at a signalized intersection and new turn lanes will be developed at the US Route 7 intersection and at the St. Albans State Highway connector. Overall, the proposed developments in Segment 5 would represent the most extensive new construction on the

project. To allow for design modifications during the planning process, a 150-ft (45.7-m) wide corridor is being studied between Nason Street and US Route 7 (see Figure 4).

In summary, the project could result in direct impacts outside of existing ROWs at the following locations:

- Segment 3, Alternatives 2, 3, 4: within the area bounded by Lake, Catherine, Stebbins, Allen, and Market Streets
- Segments 3 and 4: Allen Street shift to the west on to the NECR property and outside of the existing street ROW
- Segment 4: The Allen Street, Lemnah Drive, and Lower Welden Street intersection.

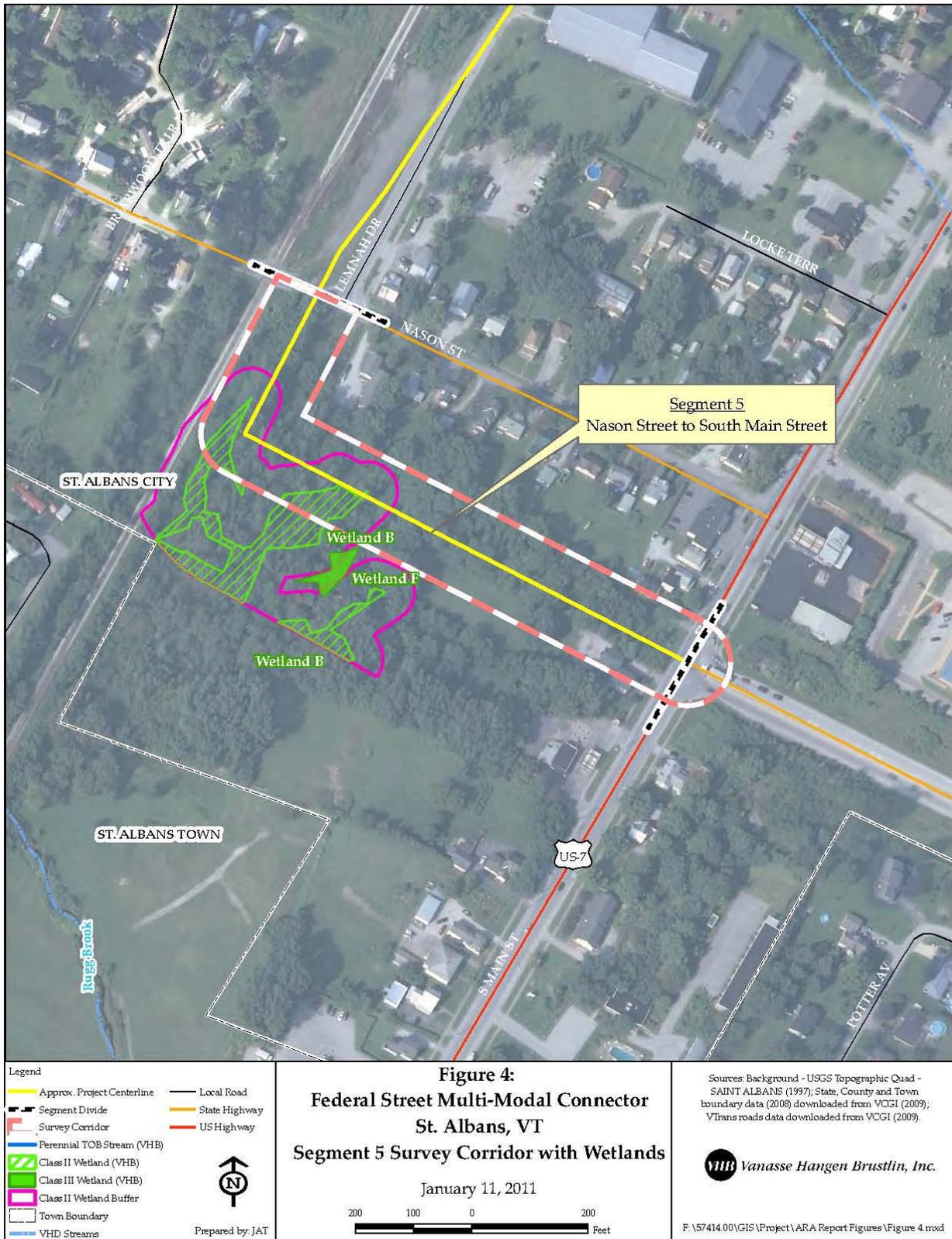


Figure 4: Federal Street Multi-Modal Connector Segment 5 detail showing 150-wide study corridor boundaries relative to the Wetlands B and F boundaries and wetland buffer.



Plate 1. Segment 1, view east from Lower Newton Street toward Federal Street intersection [right] (VHB Photo: 2010-08-18-TTC __017).



Plate 2. Segment 1, view west from Main Street at Lower Newton Street (VHB Photo: 2010-08-18-TTC _004).



Plate 3. Segment 2, view south from Lower Newton Street toward Federal Street [left] and New England Central Railroad tracks [right] (VHB Photo: 2010-08-18-TTC_005).



Plate 4. Segment 3, looking north at Federal Street (VHB Photo: St Albans_059, 10/14/10).



Plate 5. Segment 3, Clarence Brown Inc., gas station on east side of Federal Street



Plate 6. Segment 3, View southwest from Federal Street toward City Park and NECR Building (VHB Photo: St Albans_072, 10/14/10).



Plate 7. Segment 3, Intersection of Federal and Lake Streets, view east from Market Street



Plate 8. Segment 3, view northeast from Stebbins Street up Catherine Street (VHB Photo: 2010-08-18-TTC_054)



Plate 9. Segment 3, View south from Lake Street down Market Street. NECR tracks to picture right (VHB Photo: 2010-08-18-TTC_052).

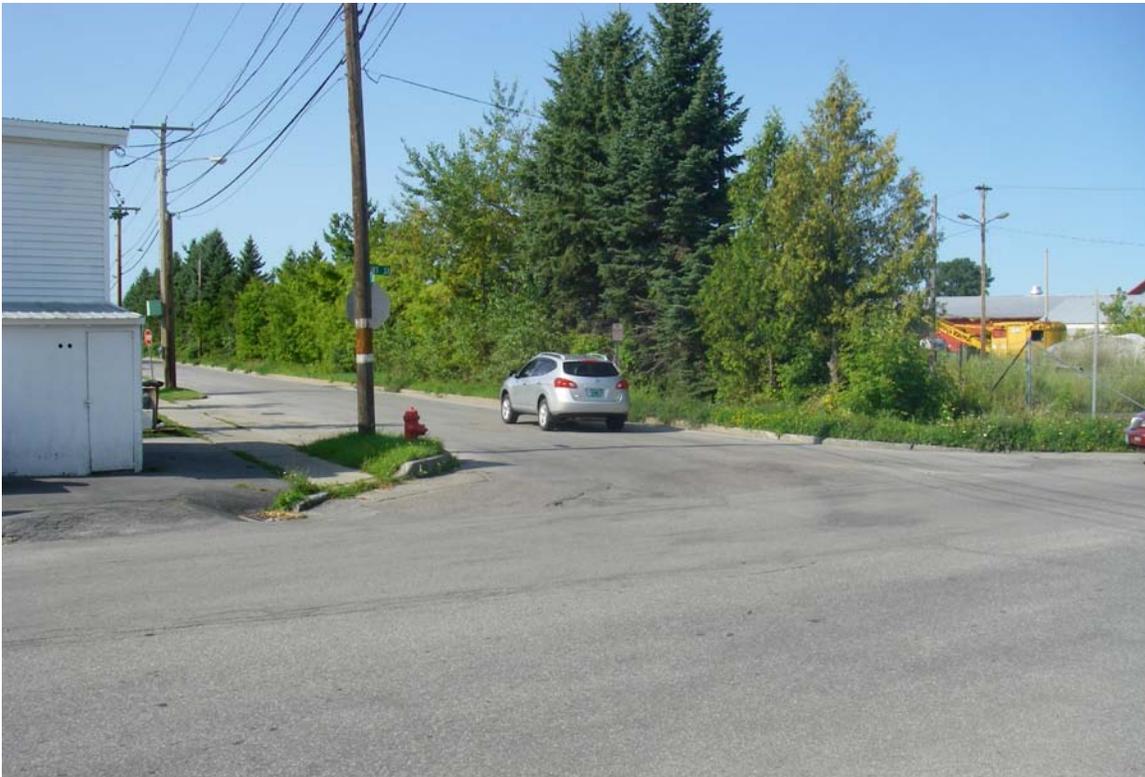


Plate 10. Segment 3, view southwest from Stebbins Street to its intersection with Allen Street (VHB Photo: 2010-08-18-TTC_057).



Plate 11. Segment 4, View north from the south side of Lower Welden Street toward Allen Street (VHB Photo: St. Albans_107, 10/14/10).



Plate 12. Segment 4, View N from Lemnah Drive toward bridge over Stevens Brook (VHB Photo: 10-08-2010 001).



Plate 13. Segment 4, view northwest at Stevens Brook from Lemnah Drive bridge (VHB Photo: IMGP4271, Federal St NR Survey_Photos).



Plate 14. Segment 4, View southwest from Lemnah Drive toward Nason Street (VHB Photo: St. Albans_117, 10/14/10).



Plate 15. Segment 5, New right-of-way view east along lower slope (VHB Photo: CSW 10/14/10).



Plate 16. Segment 5, view east from new road ROW toward intersection of Main Street (US Route 7) and State Highway Access (SASH) (VHB Photo: IMG4323).

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Research Methods and Results of Review

The results of background and literature review in conjunction with data from field inspections form the bases for conclusions concerning archaeological sensitivity. This chapter summarizes the results of the research methods, site file research and context review, the walkover, and the Archaeological Sensitivity GIS-based modeling.

Research and Field Methods

The background and literature review included a site file check and an on-line literature review of published sources. These included review of USDA soil and hydrological information, prior Federal Street Corridor studies (RSG 2005), and area survey reports (Frink and Hathaway 2000; Frink and Norman 1997, 1998; Koier 1977a, 1977b; Neudorfer 1977; Robinson et al. 1992). Also included was a review of various regional literature concerning applicable cultural sequences and summaries of siting characteristics. Pertinent sources include Florentin and Thomas (1993), Hartgen Archaeological Associates, Inc. (1993), Lewis (1974), and Pebbles (1984).

The site file research was conducted by Carol S. Weed, Rita Walsh, and Brad Ketterling on October 13, 2010, at the Vermont Division of Historic Resources office, Montpelier. On-line sources were accessed at various times subsequent to that visit and their dates are cited in References.

The site area walkover was completed on October 14, 2010, by Weed, Walsh, and Deborah Finnigan (VHB Deputy Project Manager). This trio walked Segments 1, 2, and 3. Weed and Walsh walked Segment 4. Weed walked the undeveloped part of Segment 5 and Walsh walked Nason Street and US Route 7 in the vicinity of its intersection with the existing St. Albans Highway Connector.

Site File Results and Context Review

Site File Research

There are no previously reported archaeological sites in the project area. The closest known site is VT-FR-29 which lies about 1 mile (1.6 kilometers [km]) northwest of the intersection of Lower Newton and Federal Streets. Other recorded sites in the site file review area are north of VT 105 (VT-FR-199), east of Aldis Hill (VT-FR-205 to 207 and VT-FR-210 to 216), or southeast of Lake Street (VT-FR-314). Summary data about each of the sites is presented in Table 1 below.

Site Designation (Field Designation)	Recorded	Site Type	Site Period	Distance to Project	Comments
VT-FR-29	1977	Chipped stone scatter: flakes and 1 scraper	Unknown period	>1 mile NW of Segment 1	Site was identified during survey for the St. Albans Interceptor Sewer Line in 1977. It was subsequently subjected to boundary definition. Site is located on the Stevens Brook floodplain about 85 ft (26 m) east of the brook. Subsurface testing resulted in the recovery of flakes within the plowzone but not below that horizon.
VT-FR-199	1989	Chipped stone scatter	Unknown period	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on a terrace immediately west of Hungerford Brook.
VT-FR-205 (UMF M13-SU22)	1989; 1990 (recorded)	Isolated Find (IF): argillite flake	Unknown period	> 2 miles NE of Segment 1	IF was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). IF was found in a terrace of Hungerford Brook in a shovel test. Flake may have been in disturbed context.
VT-FR-205 (UMF M13-SU24)	1989	Chipped stone and historic scatter: flakes and 2 biface fragments in addition to bone, coal, glass, nails and other metal	Unknown periods	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on a Hungerford Brook terrace. Plowing and other disturbance in the general area. The historic and Native American materials apparently were not contemporary with one another.
VT-FR-207 (UMF M14-SU2)	1989	Chipped stone and historic scatter: 4 flakes, brick, glass, ceramic, and nails	Unknown periods	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on a Hungerford Brook terrace. Plowing and other disturbance in the general area. The historic and Native American materials apparently were not contemporary with one another.
VT-FR-210 (UMF M14-SU1)	1989	Chipped stone and historic scatter: 2 flakes, 1 fire-cracked rock (FCR), metal, glass, brick and coal	Unknown periods	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on a Hungerford Brook terrace. Plowing and other disturbance in the general area. The historic and Native American materials apparently were not contemporary with one another.

Table 1. Previously Reported Archaeological Sites Within 3 Miles of the Project

Site Designation (Field Designation)	Recorded	Site Type	Site Period	Distance to Project	Comments
VT-FR-211 (UMF M14-SU4)	1989	Chipped stone and historic scatter: 3 flakes and ceramic whiteware, glass, and a cut nail.	Unknown periods	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on Hungerford Brook terrace. One flake and 1 whiteware fragment were recovered from the same shovel test. No context relationship between the other Native American and historic materials.
VT-FR-212 (UMF M14-SU5)	1989	Chipped stone and historic scatter: flakes, ceramic, glass, and bone.	Unknown periods	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on a Hungerford Brook terrace. Some artifacts were recovered as deep as 40-50cm below surface (bs).
VT-FR-213 (UMF M14-SU7)	1989	Chipped stone and historic scatter: flakes and 'historic material' (type unspecified)	Unknown periods	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on a Hungerford Brook terrace. Flakes and historic debris were found in separate test pits.
VT-FR-214 (UMF M14-SU9)	1989	Isolated Find: quartz flake	Unknown period	> 2 miles NE of Segment 1	IF was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is located on a Hungerford Brook terrace. Single flake found just beneath plowzone. No other materials recovered in vicinity of this find.
VT-FR-215 (UMF M14-SU10)	1989	Chipped stone and historic scatter: 1 flake in addition to glass and nails.	Unknown periods	> 2 miles NE of Segment 1	Site was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Site is on a Hungerford Brook terrace. One flake recovered from plowzone; historic artifacts recovered from separate test pits.
VT-FR-216 (UMF M14-SU11)	1989	Isolated Finds: 1 flake and 1 glass fragment.	Unknown periods	> 2 miles NE of Segment 1	IF was identified during survey for the Vermont Segment of the Champlain Pipeline Project (Robinson et al. 1992). Artifacts were found in separate test pits and no relationship is implied.
VT-FR-314	1998	Chipped stone scatter: flakes and 1 biface fragment	Unknown periods	> 1 mile E of Segment 3	Site was identified during survey of proposed medical office bldg. All Native American material was recovered from the surface or plowzone. There were scattered historic debris in the field as well but they were not attributed to the site.

At least five surveys have been conducted in the vicinity of the project though none directly within any of the segments. The earliest of these surveys was completed in 1977 in support of the St. Albans sewer interceptor project (Koier 1977a, 1977b; Neudrofer 1977). The project was divided into six lettered areas (A through F) with Area A at the north and Area F at the south. The survey ran parallel, in part, with Stevens Brook (Areas A and B) and then moved overland crossing Lower Newton Street (Area C), Aldis Street (Area D), Pearl Street (Area E) and Welden Street (Area F) before terminating at Nason Street. This routing was west of the existing NECR railroad but it crossed topographic settings similar to those being crossed by the St. Albans Multi-Modal Connector project. Systematic shovel testing was apparently confined to Area A though walkover was conducted of the entire project and subsurface

testing was recommended for Area B. Native American chipped stone objects were noted in both Areas A and B; the remainder of the project was dismissed because of prior disturbance much of which resulted from railroad activities. Site VT-FR-29 was identified in Area A and shovel testing indicated that its cultural deposits were confined to a disturbed plowzone.

Robinson et al. (1992) reported on the results of the survey for the Vermont Segment of the Champlain Pipeline Project. The proposed line near St. Albans ran northwest to southeast north of St. Albans and then north-south east of Aldis Hill and I-89. Along this routing, the line was laying parallel to Hungerford Brook and was crossing floodplains, terraces, and intermittent drainages. Survey effort focused on pre-selected survey units which contained upwards to 23 test pits laid out on a systematic grid. The shovel testing revealed the presence of a persistent scatter of Native American chipped stone and historic debris in the survey units tested. Concentrations of prehistoric debris consisted of as few as four flakes to several dozen items though none of the sites near St. Albans had particularly high densities. The shovel testing also found a constant expression of historic debris consisting of ceramic and glass fragments, miscellaneous metal objects, coal, and occasional bone. All of these materials were attributed as field scatter and none was apparently related to specific historic buildings or structures.

In the recent decade, three projects have been completed for land development and public projects. In 1997, Frink and Norman reported on the results of a Phase IB survey of a proposed Price Chopper Supermarket site adjacent to US Route 7 about 2 miles (3.2 km) north of the center of St. Albans. The overall project encompassed about 73 acres; of this acreage, Vermont Division of Historic Preservation (VDHP) defined about 8 acres as archaeologically sensitive because of its proximity to a headwater wetland tributary to Stevens Brook. The fieldwork consisted of 109 shovel tests placed systematically in 22 clusters. No Native American artifacts were found. Historic, EuroAmerican artifacts were recovered from 18 shovel tests and were evaluated as field scatter.

Frink and Norman (1998) also reported on the testing of a an area of high archaeological sensitivity located at the northwest corner of the intersection of Fairfield Street and VT-104 east of the St. Albans city center. The project area lay adjacent to a secondary tributary of Stevens Brook on gently sloping ground. About one acre of the 4 acre area was subjected to plowing and systematic walkover. Three shovel tests also were excavated. The field investigations resulted in the recovery of 3 flakes, a biface fragment, and a small number of historic artifacts. The Native American chipped stone artifacts were designated site VT-FR-314. The EuroAmerican debris again was evaluated as field scatter.

In 2000, Frink and Hathaway completed a Phase IA sensitivity assessment of the proposed Vermont Gas System, Inc., Natural Gas Transmission Pipeline Project, Phase V, in St. Albans. The project alternatives (1 and 2) that were investigated were between Kellogg Road and Nason Street running across the outwash terraces of both Stevens Brook and Rugg Brook. Several high sensitivity areas were defined most within 200 ft (61 m) of a permanent or intermittent water source.

Context Review

The lack of temporal diagnostics pertaining to the Native American pre-European occupations hinders conclusions by time period as to siting strategies in the project vicinity. However, it is apparent that floodplains and first terraces are preferred settings.

In general, human occupation in northern Vermont begins with the Paleoindian period at the end of the Pleistocene. It continues uninterrupted through the pre-European contact Archaic and Woodland periods, the period of European contact, and the subsequent Historic eras. Short summaries of the pre-European Contact and post-European Contact cultural sequences are presented below. The latter discussion is focused on events in St. Albans.

Pre-European Contact Cultural Sequence

Evidence for human occupation of the U.S. Northeast in general dates to about 14,000 years before present (BP), though in northern Vermont the initiation date is likely more recent. As elsewhere in the Northeast, the prehistoric sequence is divided into Paleoindian, Archaic, and Woodland; each has subperiods and phases which are regionally defined. The Native Americans in the region were effectively following Woodland subsistence patterns when European incursions began in Newfoundland in the 1100s.

Paleoindian

Evidence for Paleoindian presence in Vermont is low. Ritchie (1953) conducted investigations at the Reagan Site, near Highgate and south of the St. Albans project, in the early 1950s. Subsequent regional investigations support a conclusion that the Reagan artifact assemblage contained both Holcomb-like and Crowfield-like projectile points. The presence of these two projectile point types would support a terminal Paleoindian date for the site.

One of the only Paleoindian sites investigated in the state, the Reagan Site, is located in Highgate within one mile of the Project line. The Vermont Division of Historic Preservation (DHP) 1991 state-wide historic preservation plan notes that most Paleoindian evidence has been restricted to isolated finds.

Archaic

Subsequent Early, Middle, Late, and Transitional Archaic occupations have been identified in all of the counties intersected by the Project line. As elsewhere in the glaciated Northeast, the Archaic sites identified to date have been found within the river valleys, some in deeply stratified contexts. Other preferred site locations are wetland/ swamp margins, valley floor kames and knolls, and terraces. Upland presence is not well documented and only a single rockshelter site was identified within the study corridor during the background and literature review for the Project.

The suite of Archaic diagnostics does not differ significantly from that identified in New York, to the west, and in New Hampshire, to the east. The sites encountered with confirmed or likely Archaic period components are marked by the presence of both local chipped stone materials and trade stone from both local till and bedrock sources, and from upper Hudson sources including Normanskill cherts. Some jasper and rhyolite from southern New York sources have been recovered but these occurrences are more common in southern Vermont. Other common artifact classes at the Archaic sites include fire-cracked rock (FCR) and, less frequently, groundstone. Bone and shell tools are sometimes recovered from rockshelters or middens but, as elsewhere in the U.S. Northeast, such finds are rare.

In Transitional Archaic times, steatite groundstone is documented from sites in northern Vermont. The incidence of both, however, seems very low. Soapstone varieties documented from Delaware and Susquehanna river quarries do not appear to have been traded-in to the area. Rather, sources may be local. Although Susquehanna Broads, a diagnostic projectile point form that co-occurs with both steatite and early ceramics, are present in northern Vermont along with steatite, the early ceramic types like Vinette I do not seem to appear until Early Woodland. The reasons for this are not clear in the literature reviewed but it may be related to accessibility to usable clay sources.

Woodland

The Woodland periods herald the establishment of formal villages, an increasing variety of ceramic wares and types, and expanding groundstone industries. Limited agricultural production also was in force through the era though it never replaces hunting and gathering as the preferred economic mainstay. By terminal Late Woodland, northern Vermont was occupied by the Algonkian-speaking tribes.

Native American Tribes at Contact

Native American tribal members continue to reside in northern Vermont and an Abenaki enclave community is present in Swanton. The tribes, however, were reduced in number by the early 1700s.

Post-European Contact Developments

The history of St. Albans City is folded into that of Franklin County, and the Town of St. Albans in which it is located. Parts of Vermont were claimed by the Dutch, French, and the “colonies of Massachusetts, New Hampshire and New York” (St. Albans Board of Trade [BOD] 1889:12). The so-called New Hampshire Grants seem to have taken precedence and by 1776, the Grants were treated as a separate District within the colonies. In 1791, the Grants were admitted to the new Union under the second session of Congress as Vermont (BOD 1889:13).

St. Albans, the “shire-town” for Franklin County, was chartered by Benning Wentworth, New Hampshire’s royal governor, in 1763 (BOD 1889:13). By 1889, the St. Albans Board of Trade claimed that the town “stands third in commercial importance in the State” (BOD

1889:14). The township includes several islands in the St. Albans Bay portion of Lake Champlain including Ball's, Popasquash, Potter's, Rock, Ram, and Wood's (BOD 1889:14). Today's City of St. Albans was incorporated as a village by the Vermont state legislature in 1859 and at that time it encompassed about two square miles.

St. Albans banks were robbed of \$208,000 by Confederates on October 19, 1864. While Canadian magistrates took the raiders into custody, they were released but not before the provincial parliament appropriated \$50,000 in gold for repayment to the St. Albans banks.

By 1889, the BOD noted the following about the village of St. Albans:

The streets of St. Albans are regularly laid out, at right angles, and beautifully shaded; and all the streets are broad. The location of the village is admirable for complete drainage. There is no swamp or sluggish stream near it. (BOD 1889: 15, 17).

St. Albans prosperity in the 1800s and 1900s was linked to the Central Vermont Railroad and then the New England Central Railroad. The Central Vermont RR headquarters were in St. Albans and from this center they managed the system's 800 miles of main line extending "from Ogdensburg, N.Y., Sherbroke and the St. Lawrence River in Canada, to Long Island Sound..." (BOD 1889:18). According to BOD (1889:20), St. Albans operations dispatched some 150 trains daily through the center which at that time encompassed some 67 acres, with two round house and 12 miles of track servicing the passenger terminal and car and machine shops.

The Central Vermont RR serviced both passengers and freight and was a primary port of entry for northern New England (BOD 1889:20). It serviced the flour, butter, and general dairy industries throughout the region (BOD 1889: 20, 22) and the dairy products were held at the St. Albans Cold Storage Company facility off of Federal Street. In addition to the cold storage facility, the village was supported by the Vermont Construction Co. (bridges), the St. Albans Foundry (machinery, castings, and iron work), and the Willard Manufacturing Co. (clothing), National Car Co. (freight cars) (BOD 1889: 36-40).

Walkover Field Observations

Segment 5 was subjected to a judgemental walkover which was completed by Carol Weed. Weed traversed the study area criss-crossing the corridor between the parcel fencelines and the southern margin. The west end of the segment was very wet and defined wetlands are present. Run-off from a channelized stream inundates the area from a drain which is located along the south margin of the corridor approximately halfway between the segment ends. Secondarily deposited debris is scattered across the wetlands and down the existing slope. Some of the debris may be coming in via the storm drain; however, much of it appears to have originated from the houses that back onto the corridor from the north.

A single pile of building debris, probably a collapsed outbuilding, was noted during the walkover. It is referenced on Figure 5 as Site 57414-CRM-01. Its location is east of Wetland B (Figure 4) and at the toe of the existing valley slope. The feature is associated with miscellaneous trash including plastic gas cans, various metal objects, and rope and it may originally functioned as a utility shed of some sort.

The valley slope, which is relatively gradual, offers easy access to the basal wetlands and it is marked by occasional flat benches. The proximity of potable water in the basal wetlands and the presence of a now-channelized stream suggests that the valley slope would have been attractive for Native American use. The historic period houses are located nearer to the crest of the ridge but have outbuildings located on the valley slope as well. The presence of the collapsed outbuilding suggests that the dry slope was utilized for various purposes in the historic era.

Archaeological Sensitivity

The project, with relatively minor exceptions, will be confined to existing road rights-of-way. For this reason, a full archaeological sensitivity assessment was not implemented. However, proximity to potable water was mapped and the results of that exercise are presented on Figure 6. The 90-meter buffer, in conjunction with other wetlands information and contour data suggests that the part of Segment 5 on the valley slope should be identified as a location of archaeological sensitivity. The other two locations of possible archaeological concern are along the grassy strip on Allen Street, an area that once hosted historic era warehouses, and Market Street between the railroad and the existing building complex south of Lake Street.

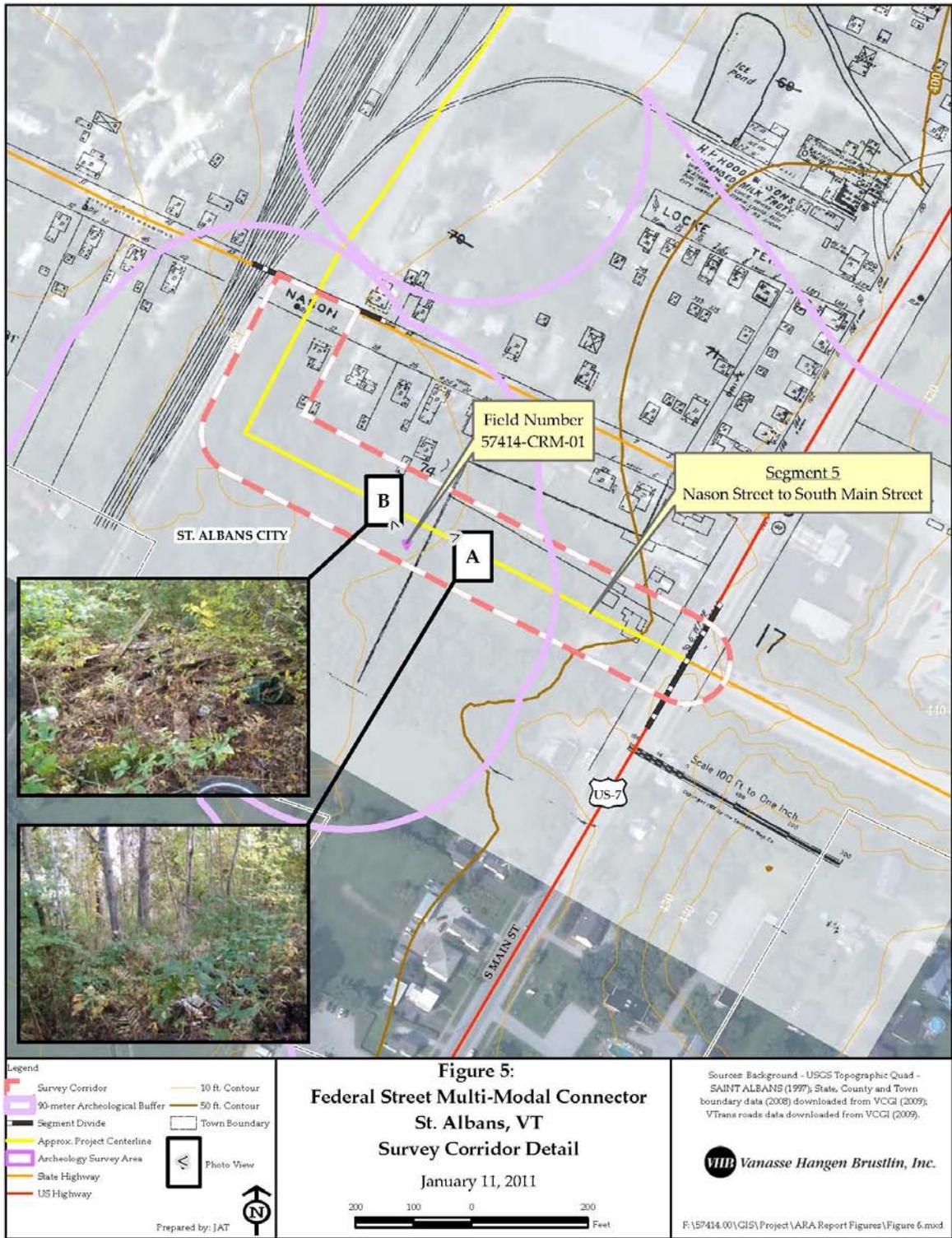


Figure 5: Segment 5 Showing Detail of Field Site 57414-CRM-01.

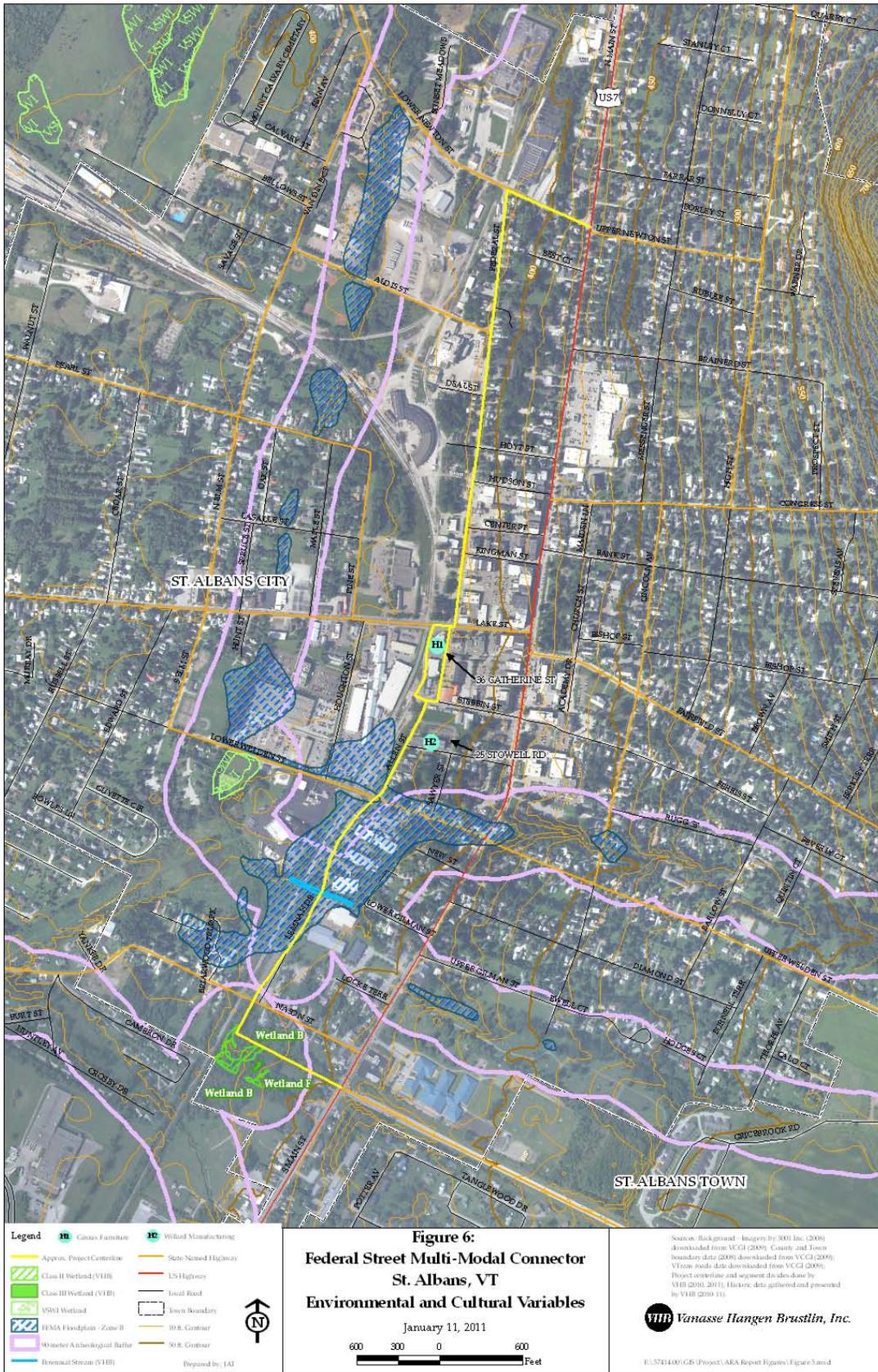


Figure 6: Definition of Archaeologically Sensitive Areas.

3

Conclusions and Recommendations

The proposed Federal Street project would, if moved forward, impact one undeveloped area south of Nason Street in St. Albans, a grassy strip along the west side of Allen Street, and possible areas of Market Street. Much of the remaining work would be confined to the existing road rights-of-way.

A single archaeological feature, a collapsed utility shed, was noted on Segment 5 during the walkover. It is without significance and further work at it is not recommended. Segment 5, however, does host an area of potential archaeological sensitivity based the presence of gently sloped land, well-drained soils, and proximity to seasonal potable water sources. It is recommended that the east half of Segment 5 be subjected to shovel testing to determine if intact soils are present.

The portion of the grassy strip along the west side of Allen Street once hosted historic warehouses. The possibility exists that the strip has been profoundly disturbed by actions resulting from both road and railroad yard maintenance. Similarly, the configuration of Market Street has changed through time as have the footprints of the buildings in the block between Market and Catherine streets. While the likelihood of identifying intact archaeological features in either of these areas is considered low to moderate, it is recommended that an Unanticipated Finds Plan be formulated prior to construction which clearly outlines the needed responses if intact archaeological features are encountered during construction.

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Examples of archaeological sites that may be discovered during project construction:

1. Native American sites that are not anticipated by the general predictive model or sensitivity studies
2. Human remains which are unanticipated
3. Foundations and other structural remains including wells obscured by later disturbances
4. Deeply buried sites in flood plains which are missed by standard testing methods
5. Historic archaeological sites which are not identified on historic maps (Beers, Wallings, etc.)

4(I) DISCOVERY OF ARCHAEOLOGICAL SITES DURING PROJECT CONSTRUCTION

Laws, Regulations, Guidelines

- 36 CFR 800.13(b) (Discoveries without Prior Planning)
- Guidelines for Archaeological Studies (1989)

Key Definitions

- *Discoveries without prior planning*: "Historic properties" (specifically archaeological sites) which are discovered, or the unanticipated effects on such properties which are found after the VAOT Archaeologist or Archaeology Officer has completed the Section 106 process [36CFR 800.13(b)].

Implementation

- The project will stop immediately if previously unidentified archaeological sites, including human remains and/or cultural items, are discovered during project construction [see also Manual Section 4(J) and 4C].
- Burials are considered archaeological sites under state & federal laws.
- The Construction Company or Resident Engineer will immediately notify the VAOT Archaeology Officer who will notify the SHPO.
- No further construction will proceed in the site area until it has been reviewed and documented according to 36 CFR 800.11.

Documentation

- The VAOT Archaeology Officer will conduct a field inspection of the site to determine its potential National Register eligibility and the project's potential effects.
- The VAOT Archaeologist or the Archaeology Officer may hire an Archaeological Consultant if additional information is necessary to determine site boundaries and NR eligibility.
- If the site is determined NR eligible, the preferred treatment is to avoid it and protect it in place.
- Site significance and treatment options should be discussed with the appropriate interested public parties and documented.
- If site avoidance is not possible, then data recovery of the site must be completed in accordance with 36 CFR 800 and the Guidelines for Archaeological Studies.
- [see also Section 4(J) if human remains are discovered]

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Unauthorized Removal of

Human Remains: a person who, not being authorized by law, intentionally excavates, disinters, removes or carries away a human body or the remains thereof, interred or entombed in this state, or intentionally excavates, disinters, removes or carries away an object interred or entombed with a human body in this state, or knowingly aids in such excavation, disinterment, removal or carrying away, or is accessory thereto, shall be imprisoned not more than 15 years or fined not more than \$10,000.00 or both [Title 13 VSA Section 3761].

Other Key Definitions Related to Native American Grave Sites

Cultural Items: human remains and

(A) "associated funerary objects" and

(B) "unassociated funerary objects" "which shall mean objects that, as a part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later..." [see NAGPRA Section 2(3A and 3B) for full definitions]

Sacred Objects: "specific ceremonial objects which are needed by traditional Native American religious leaders for the practice of traditional Native American religions by their present day adherents" [NAGPRA Section 2(3C)].

Cultural Patrimony: "an object having ongoing historical, traditional, or cultural importance central to the Native American group or culture itself, rather than property owned by an individual native American..." [see NAGPRA Section 2(3D) for full definition]

4(J) TREATMENT OF HUMAN REMAINS

***Note:** This section applies to *any* human remains which are discovered at *any* time either during Section 106 review studies before construction or accidental discovery during construction.

***If human remains are discovered, the project will stop immediately.**

Laws, Regulations, Guidelines

- Council Memorandum on Archaeological Burial Sites
- Native American Grave Protection and Repatriation Act, 1989 (NAGPRA)
- Native American Burial Site Preservation act of 1989
- Title 13 Vermont Statutes Annotated Sections 3761 (Unauthorized Removal of Human Remains)
- Title 13 VSA Section 3764 (Cemeteries and Monuments – Grave markers and historical tablets)
- Title 18 VSA Section 5212 (Permit to Remove Dead Bodies)
- Advisory Council for Historic Preservation Policy Statements: Native American Concerns (1988)

Key Definitions

- **Burial Site:** "any natural or prepared physical location, whether originally below, on, or above the surface of the earth, into which as a part of the death rite or ceremony of a culture, individual human remains are deposited." [NAGPRA Section 2(1)]
- **Native American:** "of, or relating to, a tribe, people, or culture that is indigenous to the United States." [NAGPRA Section 2(9)].
- See sidebar for additional key definitions

Implementation

- Avoidance and preservation in place is the preferred option for treating human remains.
- The Transportation Archaeology Officer or Archaeological Consultant will evaluate the potential for burial sites or associated cultural items within the project area. If the project area is considered sensitive for Native American burials, then the appropriate Native American group(s) will be contacted. Native American groups may also notify VAOT of burial site potential concerns.
- Examples of these appropriate groups are identified as the Abenaki Self-Help Organization and the Governor's Advisory Council on Native American Affairs.
- If human remains and/or associated cultural items are discovered, the project will stop and the Archaeological Consultant will immediately contact the Archaeology Officer who will notify the SHPO.
- If human remains and/or associated cultural items are discovered during construction, the resident engineer will contact the VAOT Archaeology Officer.
- The VAOT Archaeology Officer will also contact the Town Sheriff, Town Clerk, Chief Medical Examiner and State Police as well as Native Americans when appropriate.
- If the human remains are identified as Native American, then a treatment and reburial plan will be developed in full consultation with the appropriate Native American group(s) as identified above.
- Human remains and cultural items should not be disturbed or removed from their original location if at all possible. [refer to Advisory Council Policy Statement, 1988]
- All determinations will be made or approved by the Archaeology Officer.

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Documentation

- If human remains are identified, a written treatment plan will be developed in consultation with the VAOT Archaeology Officer, SHPO and with public parties such as Native Americans, local government and others as appropriate.
- Recovery when necessary, should be done carefully, respectfully and completely in accordance with the proper archaeological methods (as outlined in 36 CFR 800 and the Guidelines for Archaeological Studies, 1989) [refer to Advisory Council Policy Statement, 1988].

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Appendix I – Right-of-Way Acquisition Impacts

**Table I-1
City of St. Albans, Vermont
Federal Street Multimodal Connector
Anticipated ROW Impacts by Property Listing**

Property ID	Owner ¹	Full Acquisition	ROW Impact Type	Impact Area (SF)	Property Type ²
12033159	N/F CARR	No	Temporary Easement	335	Residential
22033137	N/F GRIFFIN	No	Temporary Easement	1,108	Residential
22033141	N/F MAGOON	No	Temporary Easement	561	Residential
22033143	N/F CHAMBERLAIN	No	Temporary Easement	562	Residential
22033145	N/F WILSON	No	Temporary Easement	445	Residential
22033147	N/F CARR	No	Temporary Easement	490	Residential
22033153	N/F BETH-EL COURT ASSOCIATES	No	Temporary Easement	1,894	Business
22033161	N/F SAMPSON	No	Temporary Easement	287	Residential
22033163	N/F VUCKOVIC	No	Temporary Easement	471	Residential
22033165	N/F ST. PIERE	No	Temporary Easement	392	Residential
22033173	N/F RILEY	No	Temporary Easement	1,261	Residential
22033175	N/F BILODEAU	No	Temporary Easement	510	Residential
22033179	N/F BILODEAU	No	Temporary Easement	320	Residential
22033181	N/F McMAHON	No	Temporary Easement	482	Residential
22033183	N/F HEMOND	No	Temporary Easement	515	Residential
22033185	N/F HEMOND	No	Temporary Easement	283	Residential
22033187	N/F HARVEY	No	Temporary Easement	452	Residential
22033189	N/F LANGLAIS	No	Temporary Easement	569	Residential
22033190	N/F MESSIER	No	Temporary Easement	63	Residential
22033192	N/F MASSEY	No	Temporary Easement	240	Residential

**Table I-1
City of St. Albans, Vermont
Federal Street Multimodal Connector
Anticipated ROW Impacts by Property Listing**

Property ID	Owner ¹	Full Acquisition	ROW Impact Type	Impact Area (SF)	Property Type ²
22033193	N/F BOUCHARD	No	Temporary Easement	692	Residential
22033195	N/F PERRAULT	No	Temporary Easement	497	Residential
22043033	N/F TITAN PROPERTIES, LLC	No	Temporary Easement	1,546	Business
22054006	N/F PATTEE	No	Temporary Easement	864	Residential
22054009	N/F CHABOT FAMILY TRUST	No	Temporary Easement	413	Residential
22054010	N/F LAWTON	No	Temporary Easement	995	Residential
22054011	N/F BRUNELLE	No	Temporary Easement	548	Residential
22054015	N/F CITY OF ST. ALBANS	No	ROW Acquisition	280	Municipal
			Temporary Easement	2,856	
22054016	N/F BAILEY	No	Temporary Easement	564	Residential
22054018	N/F SMITH	No	Temporary Easement	516	Residential
22054020	N/F LASHWAY	No	ROW Acquisition	33	Residential
			Temporary Easement	658	
22054022	N/F BROWN	No	ROW Acquisition	894	Residential
			Temporary Easement	2,362	
22054027	N/F SAXON INDUSTRIES, INC.	No	Temporary Easement	717	Business
22054032	N/F ACTION INDUSTRIES LLC	No	ROW Acquisition	798	Residential
			Temporary Easement	1,073	
22063200	N/F DANDURAND	No	ROW Acquisition	47	Residential
			Temporary Easement	787	

**Table I-1
City of St. Albans, Vermont
Federal Street Multimodal Connector
Anticipated ROW Impacts by Property Listing**

Property ID	Owner ¹	Full Acquisition	ROW Impact Type	Impact Area (SF)	Property Type ²
23033044	N/F CV PROPERTIES, INC.	No	ROW Acquisition	2,453	Business
			Temporary Easement	2,073	
23033048	N/F PIGNONA	No	ROW Acquisition	133	Residential
			Temporary Easement	396	
23033053	N/F STATE OF VERMONT	No	Temporary Easement	507	State
23033056	N/F HUNGERFORD	No	ROW Acquisition	195	Residential
			Temporary Easement	353	
23033060	N/F MAYNARD AUTO SUPPLY	No	ROW Acquisition	523	Business
			Temporary Easement	1,352	
26004019	N/F BANK AMERICA	No	ROW Acquisition	84	Business
			Temporary Easement	242	
26004021	N/F BERTHIAUME	No	ROW Acquisition	125	Residential
			Temporary Easement	337	
26004023	N/F GODIN	No	ROW Acquisition	229	Residential
			Temporary Easement	551	
26004025	N/F LABRIE	No	ROW Acquisition	129	Residential
			Temporary Easement	375	
26018010	N/F AMERICANADIAN, LLC	No	ROW Acquisition	636	Business
			Temporary Easement	1,423	
26018013	N/F WHITE	No	Temporary Easement	157	Residential

**Table I-1
City of St. Albans, Vermont
Federal Street Multimodal Connector
Anticipated ROW Impacts by Property Listing**

Property ID	Owner ¹	Full Acquisition	ROW Impact Type	Impact Area (SF)	Property Type ²
26018017	N/F BLOUIN	No	Temporary Easement	1,692	Residential
26018026	N/F BEVINS PROPERTY #3 LLC	Yes	ROW Acquisition	22,956	Business
26049060	N/F ST. ALBANS HOTEL, INC.	No	Temporary Easement	1,669	Business
26055031	N/F PARAH WAYNE R	No	ROW Acquisition	196	Residential
			Temporary Easement	544	Residential
26055033	N/F SLOAN RODNEY M	No	ROW Acquisition	194	Residential
			Temporary Easement	217	Residential
26055035	N/F CITY OF ST. ALBANS	No	ROW Acquisition	1,370	Municipal
26060010	N/F MASSE	No	Temporary Easement	92	Business
26060012	N/F KRILIVSKI	No	Temporary Easement	538	Residential
26060016	N/F LAWER	No	Temporary Easement	685	Residential
26060020	N/F DESLAURIERS	No	Temporary Easement	617	Residential
26060022	N/F HABITAT FOR HUMANITY	No	Temporary Easement	356	Residential
26060024	N/F DASH NO	No	Temporary Easement	228	Residential
26060025	N/F FISKE REALTY	No	Temporary Easement	34	Commercial
26060028	N/F 28 NASON STREET, LLC CONDOMINIUM	No	Temporary Easement	220	Residential
26060029	N/F MARTELL	No	Temporary Easement	155	Residential
26079180	N/F GRALNICK	No	Temporary Easement	1,000	Residential
26079184	N/F LUNEAU FAMILY TRUST	No	Temporary Easement	1,623	Residential
26082022	N/F LEWIS	No	Temporary Easement	106	Residential

**Table I-1
City of St. Albans, Vermont
Federal Street Multimodal Connector
Anticipated ROW Impacts by Property Listing**

Property ID	Owner ¹	Full Acquisition	ROW Impact Type	Impact Area (SF)	Property Type ²
26084025	N/F WILLARD MILL HOUSING LIMITED	No	Temporary Easement	2,433	Residential
26093000	N/F CHARBONNEAU	No	Temporary Easement	2,096	Residential
26093002	N/F CITY OF ST. ALBANS INDUSTRIAL PARK	No	Temporary Easement	1,027	Commercial
26093003	N/F THREE LEMNAH DRIVE, LLC.	No	Temporary Easement	5,169	Commercial
26093004	N/F WARNER	No	Temporary Easement	5,883	Residential
26130028	N/F 28 NASON STREET, LLC CONDOMINIUM	No	Temporary Easement	513	Commercial
260840269	N/F LEWIS	No	ROW Acquisition	91	Residential
			Temporary Easement	282	Residential
22033142,c	N/F ST. ALBANS COOPERATIVE CREAMERY	No	Temporary Easement	878	Commercial
22033153,a	N/F BETH-EL COURT ASSOCIATES	No	Temporary Easement	675	Commercial
22033160,c	N/F RAYMOND	No	Temporary Easement	138	Residential
22054005e	N/F CORBEIL	No	ROW Acquisition	106	Residential
			Temporary Easement	451	Residential
22054029,o	N/F ST. ALBANS ASSOCIATES	No	Temporary Easement	303	Commercial
22063205a	N/F CORBEIL	No	ROW Acquisition	958	Residential
			Temporary Easement	2,285	Residential
23033002,b	N/F CV PROPERTIES, INC.	No	ROW Acquisition	1,777	Commercial
			Temporary Easement	3,131	
23033002,d	N/F CV PROPERTIES, INC.	No	ROW Acquisition	62,934	Commercial
			Temporary Easement	5,127	

**Table I-1
City of St. Albans, Vermont
Federal Street Multimodal Connector
Anticipated ROW Impacts by Property Listing**

Property ID	Owner ¹	Full Acquisition	ROW Impact Type	Impact Area (SF)	Property Type ²
23033002,f	N/F CV PROPERTIES, INC.	No	ROW Acquisition	8,184	Commercial
			Temporary Easement	116	
			Permanent Easement	1,025	
23033002,g	N/F CV PROPERTIES, INC.	No	ROW Acquisition	1,377	Commercial
			Temporary Easement	2,486	
			Permanent Easement	175	
23033002,i	N/F CV PROPERTIES, INC.	No	ROW Acquisition	4,685	Commercial
			Temporary Easement	2,394	
23033083,h	N/F C. BROWN, INC.	No	Temporary Easement	650	Commercial
23033083,m	N/F C. BROWN, INC.	No	Temporary Easement	160	Commercial
23033083,n	N/F C. BROWN, INC.	No	Temporary Easement	372	Commercial
23033083,p	N/F C. BROWN, INC.	No	Temporary Easement	1,854	Commercial
26060026,6	N/F NASON INVESTEMENT 26, LLC	No	Temporary Easement	203	Residential
2606026,a	N/F COUTURE	No	Temporary Easement	725	Residential
26082025,a	N/F B.A. GAGE, LLC	Yes	ROW Acquisition	5,291	Commercial
26093005,a	N/F WARNER	No	Temporary Easement	520	Residential
26093005,b	N/F WARNER	No	Temporary Easement	7,943	Residential
N/A	50' ROW	No	Temporary Easement	468	Other
N/A	EASEMENT RETAINED BY CITY FOR HIGHWAY	No	Temporary Easement	417	Other
N/A	Lot located between 22033175 & 22033173	No	Temporary Easement	592	Residential

**Table I-1
City of St. Albans, Vermont
Federal Street Multimodal Connector
Anticipated ROW Impacts by Property Listing**

Property ID	Owner ¹	Full Acquisition	ROW Impact Type	Impact Area (SF)	Property Type ²
N/A	Unknown	No	ROW Acquisition	1,310	Unknown
			Temporary Easement	1,291	Unknown
N/A	N/F AMERICANADIAN, LLC	Yes	ROW Acquisition	2,762	Commercial
N/A	N/F MASSEY	No	ROW Acquisition	184	Commercial
			Temporary Easement	355	
N/A	N/F TITAN PROPERTIES, LLC	No	Temporary Easement	812	Commercial
Grand Total				217,751	

¹ Ownership data based on Assessing records obtained from the City.

² Property type was determined from aerial photography.

Appendix J – Hazardous Materials

Table J-1
City of St. Albans, Vermont
Federal Street Multi-Modal Connector
Potential Sources of Contamination - Hazardous Waste Sites

Site Name	Address	Site #	Priority	Contaminant	Status	Closure
UST (LUST): Courthouse	45 Kingman Street	911074	SMAC	Heating Oil	LUST Removal Revealed Contamination. MWs installed and samples were ND from 6/28/2002 sampling. MWs closed as requested.	2/19/2003
UST (LUST): St Albans Co-op Creamery	Deal Street	911110	LOW	Gasoline	Ongoing monitoring. Site in natural attenuation.	OPEN
UST (LUST): S B Collins Bulk Facility	54 Lower Welden Street	911174	NFAP	Gasoline	Petroleum contamination found at bulk plant.	5/13/1992
UST (LUST): S B Collins Bulk Facility	54 Lower Welden Street	951906	MED	Gasoline, Diesel, Heating Oil	Monitoring PCS and MWs biennially - next round fall 2013. Dissolved phase gasoline UST contamination offsite, possibly along utility corridor. No significant GW solvent impact from waste oil UST. Monitoring well network extends to CVPS site.	OPEN
UST: J&L Service Center	171 South Main Street	972257	LOW	Gasoline	Gasoline UST release in 1997. 600 gallons recovered by 1998. Excavated and disposed of approximately 257 gallons of product in 1999. Ongoing biennial groundwater monitoring.	OPEN
UST (LUST): Northwood Realty	56 Federal Street	982438	SMAC	Gasoline	USTs removed and contamination found. Follow up investigation reveals low levels of dissolved phase contamination. No further work needed.	9/30/1999
Unknown: Switchyard Shopping Center	120-129 Lake Street	992578	SMAC	Unknown	Phase II Assessment found soil and groundwater contamination. Corrective Action limits risk with property notice.	12/15/1999
AST (LAST), Batteries, Waste Oil: Clarence Brown Inc.	96 Federal Street	992646	MED	Heating Oil, Waste Oil	Four NOAVs sent due to hazardous waste handling practices. Investigation determined degree and extent of contamination. Groundwater plume towards the west from the UST area. Petroleum contamination also found from site ASTs. Some dissolved metal contamination.	OPEN
UST: St. Albans Exxon	Route 7	20022953	LOW	Diesel, Gasoline	USTs removed and contamination found. Investigation complete but contaminant concentrations still exceed groundwater standards. Ongoing monitoring.	OPEN
AST (LAST): Clarence Brown Aldis Street Bulk Plant	8 Aldis Street	20073739	LOW	Gasoline	Site file split from #992646. Bulk plant overflow and historic contamination. Free product has been cleaned up with residual contamination to soils and groundwater.	OPEN
AST/UST (LAST): St. Albans Cooperative Creamery #4 UST	140 Federal Street	20093894	LOW	Heating Oil	Soil contamination discovered during sewer work. Contamination from #4 fuel oil UST removal in 1989. Investigation or NLR required. 30 yd ³ PCS stockpiled on site.	OPEN

KEY: NA: not available, AST: above ground storage tank, ND: not detected, LUST: leaking UST, MW: monitoring well, PCS: petroleum contaminated soil, GW: groundwater

SMAC: Site Management Activity Completed, UST: underground storage tank, CVPS: Central Vermont Public Service, CAP: Corrective Action Plan,

NOAV: notice of apparent violation, NLR: notice to land record, PAH: polycyclic aromatic hydrocarbons, PCB: polychlorinated biphenyl

VOC: volatile organic compound, NFAP: no further action planned

CAP: Corrective Action Plan

Shaded sites are considered to be a potential concern to construction in the Project Corridor due to the potential presence of residual soil/groundwater contamination in the vicinity of the Study Area

Table J-2
City of St. Albans, Vermont
Federal Street Multi-Modal Connector
Potential Sources of Contamination - Brownfields

Site Name	Address	Site #	Priority	Contaminant	Status	Closure
Central Vermont Railway Inc.	2 Federal Street	770126/ 20124257	LOW	Non-petroleum	Brownfields status listed as active. CAP completed. Remediation system installed and operating. Semi-annual groundwater monitoring is ongoing.	OPEN
Leader Evaporator Co Inc	25 Stowell Street	20053412	SMAC	Lead, Other Petroleum, PAH	Lead, arsenic and petroleum contamination found in top 3 feet of surface soils. Remedial efforts included removing between 0.5 - 2 feet of surface soil and covering remaining soils with indicator fabric and clean fill. Low levels of residual contaminants in groundwater. Brownfield status listed as SMAC. NLR July 9, 2008 Book 226 Pages 249-252.	7/17/2008
Lewis Auto Body	22 Stebbins Street	20053413	SMAC	Lead, Other VOCs	Contaminated surface soils excavated, remaining soils capped with asphalt. Brownfield status listed as SMAC. NLR.	11/27/2006
Former Fonda Container Company	15-21 Lower Newton Street	20083777	MED	Chlorinated Solvents, PCBs	Brownfield status listed as active. Interim CAP to be implemented. Vapor intrusion investigation confirms risk should structure be built on footprint of building #2.	OPEN
Brickyard Tavern Building	29-33 Federal Street	20083815	SMAC	Manganese, PAH	Brownfield status listed as SMAC. NLR for PAHs (soil) and metals (gw), Book 247 pgs 224-225.	7/13/2011
St. Albans Municipal Parking Lot No.1	Lake, Federal, and Kingman Streets	20083818	SMAC	Manganese, Metals, PAH	Brownfield status listed as SMAC. NLR for PAHs (soil) and metals (gw).	7/13/2011

KEY: NA: not available, AST: above ground storage tank, ND: not detected, LUST: leaking UST, MW: monitoring well, PCS: petroleum contaminated soil, GW: groundwater
SMAC: Site Management Activity Completed, UST: underground storage tank, CVPS: Central Vermont Public Service, CAP: Corrective Action Plan,
NOAV: notice of apparent violation, NLR: notice to land record, PAH: polycyclic aromatic hydrocarbons, PCB: polychlorinated biphenyl
VOC: volatile organic compound, NFAP: no further action planned
CAP: Corrective Action Plan
Shaded sites are considered to be a potential concern to construction in the Project Corridor

Table J-3
City of St. Albans, Vermont
Federal Street Multi-Modal Connector
Potential Sources of Contamination - Operational Underground Storage Tanks

Site Name	Address	Facility ID	Status	Permit Expires
St. Albans Gulf Station	190 South Main Street	560	4 active USTs, 5 removed USTs. No additional information available online.	9/1/2014
J&L Snack Shop	171 South Main Street	1423	4 active USTs, 11 removed USTs. No additional information available online.	9/1/2013
Clarence Brown Inc.	96 Federal Street	1197	7 active USTs. No additional information available online	7/31/2015
Break Yard	83-97 Federal Street	2701	5 active USTs. No additional information available online	5/31/2013
S B Collins Bulk Facility	54 Lower Welden Street	178	8 active USTs. No additional information available online	9/1/2014

KEY: NA: not available, UST: underground storage tank, LUST: leaking UST

Table J-4
City of St. Albans, Vermont
Federal Street Multi-Modal Connector
Potential Sources of Contamination - Hazardous Waste Generators

Site Name	Address	EPA ID	Status	Operational	Spill Reported/ SMS Designation
Amtrak	2 Federal Street	VTR000518332	FRGSQ	Active	Yes, SMS #770126 and #20124257
Boston Tailoring & Cleaners	46 Federal Street	VTD019128172	CEG	Active	No Violations Found
Clarence Brown Inc.	93 Federal Street	VTD019129147	CEG	Active	Yes, SMS#992646
Leader Evaporator Co Inc	25 Stowell Street	VTR000009936	CEG	Active	Yes, SMS# 20053412
Liberty Propane	43 Lower Newton Street	VTR000509661	CEG	Active	No Violations Found
Northern Vermont Oral Surgery	17 Catherine Street	VTR000505826	CEG	Active	No Violations Found
S B Collins Bulk Facility	54 Lower Welden Street	VTD982194193	FRGSQ	Active	Yes, SMS# 911174 and #951906
St. Albans Cooperative Creamery, #4 UST	140 Federal Street	VTR000004408	CEG	Active	Yes, SMS #911110
Town & Country Autobody	23 Stebbins Street	VTR000009928	CEG	Active	Past violations found, in compliance as of 2/9/12
Central Vermont Railway Inc.	2 Federal Street	VTD004860979	FRG, QNP	Inactive	Yes, SMS #770126 and #20124257
Champlain Monuments Inc.	48 Federal Street	VTR000011908	NG	Inactive	No Violations Found
City Feed and Lumber Company	44 Lower Newton Street	VTR000005207	CEG	Inactive	No Violations Found
Clarence Brown Inc.	Federal Street	VT5000002170; VTD019129147	CEG	Inactive	Yes, SMS#992646
Franklin District Court	45 Kingman Street	VTP000003160	CEG	Inactive	Yes, SMS# 911074
George S Wood Company	170 Federal Street	VTP000003790	CEG	Inactive	Status not reported
Mountain View Printing	1 Catherine Street	VTR000012633	CEG	Inactive	No Violations Found
North Country Linen Services	1 Lemnah Street	NA	NG	Inactive	Status not reported
Vermont Republic Industries	Lemnah Street	NA	NG	Inactive	Status not reported

KEY: NA: not available,
CEG: Conditionally Exempt Generator, CEGSQ: Conditionally Exempt Small Quantity Generator, NG= Non-Generator,
FRGSQ = Fully Regulated Generator Small Quantity, QNP: Quantity not provided
List includes only RCRA facilities identified within the Study Area

**Table J-5
City of St. Albans, Vermont
Federal Street Multi-Modal Connector
Potential Sources of Contamination -VDEC Spills Database**

Report #	Year	Facility Name	Address	Responsible Party	Date Reported	Date Closed
WMD123	1984	N/A	Federal St	Clarence Brown Inc	9/10/1984	1/1/2000
WMD72	1985	N/A	Aldis St. Bridge	Central Vt. Rail Road	5/6/1985	5/9/1985
WMD318	1992	Handy Pontiac	Lake Street	Handy Pontiac/cadillac/buick	11/24/1992	9/1/1993
WMD248	1993	N/A	Cor Lower Welden	N/A	8/30/1993	10/1/1993
WMD176	1994	Brown Inc	Federal St	Clarence Brown Inc	5/4/1994	6/1/1994
WMD114	1994	Handy Olds/Dodge	Lake St	N/A	4/9/1994	4/9/1994
WMD239	1995	RL Vallee	Deal St	R L Vallee	8/10/1995	8/10/1995
WMD056	1996	Berno Residence	10 Lake St	N/A	2/28/1996	2/28/1996
WMD047	1996	N/A	Lake St R R Right-of-way	R L Vallee	2/21/1996	3/25/1996
WMD044	1997	Brown Station	Federal St	3-j Fuels	2/11/1997	2/11/1997
WMD365	1998	Clarence Brown Inc	Federal St	Clarence brown	9/21/1998	9/22/1998
WMD311	1998	Robert Lamus Residence	26 Lower Welden St	Robert Lamus	8/14/1998	8/14/1998
WMD468	1998	Lake Street Housing	Lake St	Anita Perry	12/22/1998	12/22/1998
WMD420	1998	Peoples Trust Co	25 Kingman St	N/A	11/16/1998	11/16/1998
WMD086	1999	Candice Billodeau Property	179 Federal St	Candice Billodeau	3/27/1999	3/29/1999
WMD257	1999	Parking Lot	Federal St	Casella Waste Mgmt	8/4/1999	9/30/1999
WMD058	1999	S B Collins Bulk Plant	54 Welden St	S B Collins	2/23/1999	2/23/1999
WMD101	1999	Sam Brooks Residence	398 Lake St	Brooks	4/5/1999	4/20/1999
WMD385	1999	U S Post Office	Stebbins St	Paul Costello	11/10/1999	11/10/1999
WMD280	2000	Harold Ryan Property	Lake Rd	N/A	7/20/2000	7/20/2000
WMD029	2000	Kevin Bean Residence	Lake Rd	Kevin bean	1/22/2000	1/26/2000
WMD344	2001	Maquam Cove	Lake Champlain	N/A	9/3/2001	9/5/2001
WMD046	2002	N/A	132 Congress St	S B Collins	2/4/2002	2/4/2002
WMD216	2002	Bean Residence	497 Lake Rd	Kevin Bean	6/25/2002	9/27/2002

Table J-5
City of St. Albans, Vermont
Federal Street Multi-Modal Connector
Potential Sources of Contamination -VDEC Spills Database

Report #	Year	Facility Name	Address	Responsible Party	Date Reported	Date Closed
WMD287	2002	Vt Housing Authority	1113 Lake St	John Powell	9/5/2002	10/16/2003
WMD160	2003	Bay Store	585 Lake St	S B Collins	5/24/2003	5/26/2003
WMD278	2003	VT Electric Co-op	8 Lakemount Drive	VT Electric	9/15/2003	9/15/2003
WMD213	2004	Mylan Technologies	110 Lake St - Plant CF	Mylan Tech	6/19/2004	8/25/2004
WMD107	2004	Switchyard Mobil	138 Lake St	R L Vallee	3/26/2004	3/26/2004
WMD231	2005	Clarence Brown AST facility	Aldis & Federal St	S L Dudley Trans	6/23/2005	7/6/2005
WMD050	2006	Kilburn Apartment Building	583 Lake Rd	Ron Kilburn	1/31/2006	2/3/2006
WMD291	2006	Lake St Muffler & Brake	138 Lake St	Dan Gaboury	6/29/2006	7/10/2006
WMD468	2006	roadside	257 Lake St	Casella Waste	10/10/2006	10/10/2006
WMD143	2006	Clarence Brown Heating Oil	Aldis St	Clarence Brown	4/4/2006	4/6/2006
WMD461	2008	Mylan Technologies	110 lake St	Mylan Technologies	9/25/2008	9/26/2008
WMD644	2008	Mylan Technologies	110 Lake St.	Mylan Technologies, Inc.	7/28/2008	9/26/2008
WMD280	2009	Bayside Shell	585 Lake St	S B Collins	6/13/2009	6/15/2009
WMD079	2011	roadside	182 Blake St.	CVPS	2/16/2011	2/16/2011

KEY: N/A = Not Available

Shaded sites are considered to be a potential concern to construction in the Project Corridor