



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Vermont Division**

April 26, 2013

87 State Street  
Montpelier, VT 05602  
(802) 828-4423  
(802) 828-4424  
Vermont.fhwa@fhwa.dot.gov

In Reply Refer To:

Mr. Brian Searles, Secretary  
Vermont Agency of Transportation  
1 National Life Drive  
Montpelier, VT 05633-5001

Attention: Mr. John Narowski

Subject: Federal Street Multimodal Connector Project  
FAP No. HPP 8000(17)  
St. Albans, Vermont  
Finding of No Significant Impact

Dear Mr. Narowski:

We have reviewed the revised Environmental Assessment, the Public Hearing transcript, and comments and responses for the subject project submitted with your letter of February 27, 2013.

Based on the above documentation, we have attached for your records a signed copy of our Finding of No Significant Impact (FONSI). Please ensure that a Notice of Availability of the FONSI is sent to state and areawide clearinghouses indicating that the document will be available from the VTrans or our office upon request from the public.

By our issuance of the FONSI for this project, we are herein granting location/design approval for the proposed action. You may proceed with the further development of the project.

Sincerely yours,

Kenneth R. Sikora, Jr.  
Environmental Program Manager

Enclosure

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

ST. ALBANS FEDERAL STREET MULTIMODAL CONNECTOR PROJECT HPP 8000(17)

CITY OF ST. ALBANS, FRANKLIN COUNTY, VERMONT

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached Revised Environmental Assessment (EA) which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures.

The proposed Federal Street Multimodal Connector Project will result in 0.04 acres of direct wetland impacts. The project has been extensively coordinated with local, State, and Federal agencies, and the public. Wetland impacts have been minimized through development of a design which avoids direct impacts to the extent practical (Revised EA, pg. 3-22). Because of the minimal wetland impacts, mitigation measures will be limited to the incorporation of Best Management Practices into the project plans. Design refinements and proposed mitigation measures have been, and will continue to be, coordinated with State and Federal resource agencies as part of the Section 404 permitting process. Based on the above considerations, FHWA has determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

The environmental assessment provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the scope, content and accuracy of the attached Revised Environmental Assessment.

4/26/13  
Date



Kenneth R. Sikora, Jr.  
Environmental Program Manager  
Federal Highway Administration



**State of Vermont  
Agency of Transportation  
Environmental Section**

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Mr. Matthew R. Hake, P.E.  
Division Administrator  
Federal Highway Administration  
P.O. Box 568, Montpelier, VT 05601

June 18, 2018

Attn: Kenneth R. Sikora, Environmental Program Manager  
Re: St. Albans TAP TA15 (3)

Dear Mr. Hake:

Project TAP TA15 (3) begins at the Federal Street/ Kingman Street Intersection and extends easterly along Kingman Street for approximately 520 feet to the North Main Street (U.S. Route 7) Intersection in the City of St. Albans. Work to be performed under this project includes full depth reconstruction of Kingman Street, new curbing and sidewalk, utility infrastructure improvements (sewer, water, and drainage), streetscape enhancements (new street lighting and landscaping), new signing and striping, and incidental items.

The Vermont Agency of Transportation (VTrans) has considered the potential environmental consequences of the project in accordance with the National Environmental Policy Act (NEPA). VTrans has determined that this project meets all of the criteria specified in the Programmatic Agreement entitled "Processing of Projects Eligible for Categorical Exclusion," executed 06/25/99. The project qualifies for Categorical Exclusion pursuant to 23 CFR 771.117(d)(1) "Environmental Impact and Related Procedures - Categorical Exclusions" as the project consists of modernization of a highway by rehabilitation and reconstruction.

This project will not involve substantial planning, resources, or expenditures; nor is it likely to induce significant alterations in land use, planned growth, development patterns, traffic volumes, or traffic patterns. The project will have no significant effect upon natural and cultural resources. No significant environmental impact is expected to result from construction or maintenance of this facility.

Please contact Jeff Ramsey, Environmental Specialist Supervisor @ 802-917-4467 if you require additional information.

Respectfully,

A handwritten signature in black ink that reads "Jeffery T. Ramsey".

Jeffery T. Ramsey  
VTrans Environmental Specialist Supervisor

Attachments

cc:

Ross Gouin, Project Manager  
Project File

## PROGRAMMATIC CATEGORICAL EXCLUSION CRITERIA

VTrans has determined that this project will **NOT**:

- A. X Require a temporary detour outside existing right-of-way, or a temporary wetland or stream crossing which will require non-routine mitigation, or a ramp closure, unless the following conditions are met :
- (1) provisions are made for access by local traffic and the facility is posted accordingly,
  - (2) businesses dependent upon through traffic will not be unduly affected,
  - (3) the temporary detour or ramp closure will not interfere with local special events,
  - (4) the temporary detour, ramp closure, wetland or stream crossing will not substantially increase the environmental consequences of the action (project).
- B. X Involve construction in wetlands totaling more than 5,000 square feet of permanent impacts, requiring the Army Corp of Engineers to coordinate with resource agencies per the General Permit.
- C. X Require a Risk Analysis for an increase in 100-year flood water surface elevations, per EO 11988.
- D. X Involve construction within, or alter drainage patterns so as to adversely affect, a Sole Source Aquifer.
- E. X Require coordination with the US Fish and Wildlife Service for the preparation of a Biological Assessment for Threatened and Endangered Species, per 16 CFR Section 7.
- F. X Require acquisition of additional right-of-way (including permanent or temporary construction easements) involving: more than three acres of land per mile of roadway, or a total of 10 acres or more for a non-linear improvement (such as a bridge or an intersection), or any relocation of residences or businesses.
- G. X Require FHWA approval for changes in access control.
- H. X Involve acquisition of, or impacts upon Prime or Unique Farmland, unless a USDA Farmland Conversion Impact Rating Part VI Site Assessment has been completed and indicates Total Site Assessment Points less than 160 (doesn't apply to designated urban areas).
- I. X Adversely Effect a historic or archaeological resource on, or eligible for inclusion on, the National Register of Historic Places.
- J. X Require use (permanent or temporary) of a Section 4(f) resource, unless that use meets the criteria for a de minimis or Programmatic 4(f); or involve the use of a Section 6(f) resource when compensation is required (property acquired or improved using Land and Water Conservation Funds).
- K. X Involve hazardous or residual waste liabilities subject to CERCLA and/or RCRA requirements.
- L. X Require a bridge permit from the US Coast Guard, per 23CFR 650 Subpart H.
- M. X Qualify as a Type I project and require analysis of noise abatement measures, per 23 CFR 772 and the FHWA approved VTrans Noise Policy.

(NOTE: If coordination with the FHWA was required to reach this determination attach concurrence memo)

**Categorical Exclusion  
Environmental Analysis Sheet**

**Town** St. Albans City **Project No.** TAP TA15 (3) **Route** Kingman Street

**Project Setting:** Urban X Village \_\_\_\_\_ Rural \_\_\_\_\_  
 Traffic <1000 VPD (est.) Year 2015 Typical varies  
 AASHTO Functional Classification Local Town Road (CL 3 Town Hwy.)

**Project Purpose & Need:**

The purpose of the project is to complete physical improvements that will invigorate St. Albans City's historic downtown, to communicate a compelling sense of place in the downtown, improve pedestrian spaces, to revitalize the local economy, and to create a safe community.

The need for the project is due to incomplete physical improvements needed to invigorate St. Albans City's historic downtown, the lack of a compelling sense of place in the downtown, the need to revitalize the local economy, and need to create a safe community.

**Project Description:**

Project TAP TA15 (3) begins at the Federal Street/ Kingman Street Intersection and extends easterly along Kingman Street for approximately 520 feet to the North Main Street (U.S. Route 7) Intersection in the City of St. Albans. Work to be performed under this project includes full depth reconstruction of Kingman Street, new curbing and sidewalk, utility infrastructure improvements (sewer, water, and drainage), streetscape enhancements (new street lighting and landscaping), new signing and striping, and incidental items.

**CRITERIA OF 23 CFR771.117 (C) APPLICABLE?** \_\_\_\_\_ **YES** X **NO**

**NOTE: PROJECTS THAT MEET THE CRITERIA OF 23 CFR771.17 (C) NEED ONLY ADDRESS THOSE ISSUES MARKED WITH AN ASTERISK (\*). THIS DOES NOT PRECLUDE THE NEED TO OBTAIN APPLICABLE STATE & FEDERAL CONCURRENCES & PERMITS.**

1. **Air Quality**

Ten year increase in ADT <10,000 (10,000 allowed maximum per MOA)  
 Urban intersection improvement Yes \_\_\_\_\_ No X

2. **Noise**

Type I Project (VTrans Noise Policy) Yes \_\_\_\_\_ No X  
 If yes, number of receptors impacted n/a  
 Mitigation Requirements n/a

3. **Water Quality**

Lakes or Ponds

VANR Lakes & Ponds permit Yes \_\_\_\_\_ No X Acquired \_\_\_\_\_

Rivers or Streams

VANR Title 19 Consultation Yes \_\_\_\_\_ No X Completed \_\_\_\_\_

Wetlands

\* Wetland Impact area Temporary 0 Permanent 0  
 \* Buffer Impact area Temporary 0 Permanent 0  
 \* VANR Wetland Permit Yes \_\_\_\_\_ No X Acquired \_\_\_\_\_  
401 Water Quality Certification Yes \_\_\_\_\_ No X Acquired \_\_\_\_\_  
Stormwater Discharge Permit Yes \_\_\_\_\_ No X Acquired \_\_\_\_\_  
Flood plains Encroachment Yes \_\_\_\_\_ No X Volume \_\_\_\_\_  
 Describe Hydraulic Changes n/a

Ground Water/Surface Water/Well Impacts Yes \_\_\_\_\_ No X  
(Describe) n/a  
ANR Comments none at this time

4. **U.S. Army Corps of Engineers**  
Section 10 and/or Section 404 Permit Required Yes \_\_\_\_\_ No X Acquired \_\_\_\_\_  
Permit Type n/a  
COE Comments none at this time

5. **U.S. Coast Guard**  
Navigable Waters Yes \_\_\_\_\_ No X Involved Waterway \_\_\_\_\_  
Rivers & Harbors Act Section 9 and/or  
Bridge Act of 1946 Permit(s) Required Yes \_\_\_\_\_ No X Acquired \_\_\_\_\_  
Section 144(h) "Exemption" Yes \_\_\_\_\_ No X Acquired \_\_\_\_\_  
USCG Comments none at this time

\* 6. **Threatened and Endangered Species and Habitat**  
Present in Project Area Yes X No \_\_\_\_\_  
ANR Non-Game and Natural Heritage Program comments none at this time  
USF&WS comments none at this time

From Gingras Natural Resource Clearance 01/25/18:

Rare, Threatened and Endangered Species (R/T/E):

No known mapped occurrences from the ANR Natural Resource Atlas are present.

The (T) northern long-eared bat (*Myotis septentrionalis*) is known to be present throughout VT. This species prefers forested habitat and is known to roost in a variety of trees that have holes, cracks, crevices, cavities and exfoliating bark. There is no known hibernacula or documented roost sites within 1 mile of the project area. No suitable habitat will be impacted as a result of this project.

7. **Agricultural Land**  
Prime/secondary/locally important soils affected Yes \_\_\_\_\_ No X  
Current land use Existing roadway and right-of-way.  
Form 1006 Parts I, III, VI, VII, completed (FHWA) Yes \_\_\_\_\_ No X  
Form 1006 Parts II, IV, V completed (NRCS) Yes \_\_\_\_\_ No X  
Vermont Department of Agriculture comments none at this time

8. **Hazardous/ Residual Waste Liabilities**  
Present in project area Yes \_\_\_\_\_ No X  
Determination from VANR list Yes X No \_\_\_\_\_  
Determination from field visit Yes \_\_\_\_\_ No X  
Borings completed Yes \_\_\_\_\_ No X  
Petroleum related wastes Yes \_\_\_\_\_ No X  
CERCLA involvement Yes \_\_\_\_\_ No X  
Remediation required Yes \_\_\_\_\_ No X

Describe: The project is located within a historic manufacturing/industrial area of the city. There are likely residual hazardous materials in the vicinity and beneath the existing sidewalks and pavement. The project involves excavation for utility work that may result in the exposure to hazardous waste materials. VANR showed a closed UST and a dry cleaner with no additional information provided in the vicinity. Provisions will be listed in the contract for potential hazardous materials encountered during construction. St. Albans City is designated as a development soils area per the ANR Natural Resources Atlas online mapping 06/14/18, so proper disposal, preferably on site, will be required.

\* 9. **Historical or Archaeological Resources (Section 106)**  
 Historic Resources: Present in project area Yes  No  Exempt   
 Archeological Resources: Present in project area Yes  No  Exempt   
 Section 106 determination  No Adverse Effect issued 05/31/18 (see document for further explanation)  
 Memorandum of Agreement needed Yes  No  Executed   
 SHPO coordination completed  per VTrans SHPO PA  
 Advisory Council coordination completed  n/a

\* 10. **Section 4(f) and 6(f) Resources**  
 Section 4(f) Resource(s) present in project area Yes  No   
 Nature of Section 4(f)  
 Parks/Rec. Areas  Wildlife and Waterfowl Refuge  Historic Property   
 Temporary use of 4(f) resource Yes  No   
 Permanent use of 4(f) resource Yes  No   
 Section 4(f) Approval (check one)  
 Negative Declaration  de minimis 4(f)  Programmatic 4(f)  Circulated 4(f)   
 Section 4(f) Comments There are 4(f) resources within the project limits, but no change in use.  
  
 Section 6(f) involvement (LWCF Funding) Yes  No   
 National Park Service Conversion Approval  n/a  
 Section 6(f) Comments There aren't any 6(f) resources within the project limits.

\* 11. **Right of Way**  
 New ROW Acquisition fee simple Yes  No   
 permanent easement Yes  No   
 temporary easement Yes  No   
 Description of taking Slope and construction easements.  
 Improved properties acquired Yes  No   
 Displacements Rental Units 0 Private Homes 0 Businesses 0  
 Relocation services to be provided n/a  
 Properties available for relocation n/a

12. **Public Participation Opportunity**  
 Pre-Design Site Meeting Yes  No  Date \_\_\_\_\_  
 Public Information Meeting Yes  No  Date 09/11/17  
 Public Hearing Required (502) Yes  No  Date \_\_\_\_\_  
 Comments by Local Officials/RPC's any comments will be on file with project manager at VTrans

13. **Social and Economic Concerns**  
 Project consistent with Local and Regional Land Use Plans Yes  No   
 Describe Project will not change existing land use and part of the St. Albans Downtown Master Plan  
 (Attach correspondence from officials)  
 Neighborhood and Community Concerns Yes  No   
 \_\_\_\_\_ Churches \_\_\_\_\_ Elderly  
 \_\_\_\_\_ Schools \_\_\_\_\_ Handicapped  
 \_\_\_\_\_ Low Income Housing \_\_\_\_\_ Environmental Justice Exec. Order 12898  
 \_\_\_\_\_ Emergency Services \_\_\_\_\_ Other  
 Describe n/a  
 Effect on local business Yes  No  (Describe) \_\_\_\_\_

Temp. effect on business Yes X No \_\_\_\_\_ (Describe) Temp. reduced traffic and parking  
 Loss of parking Yes X No \_\_\_\_\_ (Describe) Loss of 13 on-street spaces  
 Pedestrian Facilities Sidewalk Widths Existing 8.5' and 7' Proposed 12' and 12'  
 Bicycle Facilities Paved Shoulder Widths Existing 0 Proposed 0  
 If not minimum standard (sidewalk 5ft, paved shoulder 4ft), explain Shared low speed and volume thru lanes

14. **Aesthetic Concerns**

Scenic Byway/VT Scenic Highway Yes \_\_\_\_\_ No X  
 Describe n/a

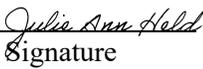
15. **Effects of Temporary Detour/ Bridge**

Detour required Yes \_\_\_\_\_ No X Length \_\_\_\_\_ (Attach Plans)  
 Temporary bridge required Yes \_\_\_\_\_ No X (Attach Plans)  
 Impacts of Detour/ Bridge n/a  
 Public notification of detour n/a

**Field Inspection Comments:** See supporting documentation.

**Summary of Commitments and Mitigation**

Describe: There aren't any commitments or mitigation requirements.

Prepared by:  06/18/18 Reviewed by:  06/18/2018  
 Signature Date Signature Date

Document Template **Last Revised 11/10/15**