



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

**Vermont Division**

April 26, 2013

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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