

## **2. PROJECT DESCRIPTION AND HISTORY**

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### **2.1 Project Description**

A detailed description of the Project was provided in the 2009 FSEIS and subsequent Reevaluations. The project has been divided into three construction contracts, representing sections or portions of the entire Project. These sections are referred to as Section C-1, Section C-2, and Section C-6. The sections of the Project are described below:

#### **C-1 Section: I-189/Shelburne Street to Home Avenue**

This section consists of reconstruction of the I-189/Shelburne Street (U.S. Route 7) interchange, and construction of the Southern Connector/Champlain Parkway to approximately Home Avenue for a length of approximately 0.6 mile. This portion of the Project has been constructed as a four-lane facility, but never opened to traffic.

#### **C-2 Section: Home Avenue to Lakeside Avenue**

The section would commence at the northern terminus of the C-1 Section, near Home Avenue, and extend northerly for a length of approximately 0.7 mile, as far as Lakeside Avenue. A four-lane concept for this portion of the Project was previously designed, and the right-of-way acquisition limits that corresponded to that design have been acquired.

#### **C-6 Section: Lakeside Avenue to Main Street**

This section utilizes the existing city-street network at the terminus of the C-2 Section at Lakeside Avenue. The C-6 Section proceeds easterly along Lakeside Avenue to Pine Street. It then follows Pine Street to Main Street.

It should be noted that the project does not have a C-3 Section, C-4 Section or C-5 Section.

## 2.2 Summary of Project History

A detailed summary of the Project's history was provided in the 2009 FSEIS. Numerous studies for this project have been completed pursuant to NEPA as summarized in Table 2-1: Summary of NEPA Studies and Actions.

The Project is located in the City of Burlington, Vermont. The Project is a proposed transportation link located in the southwestern quadrant of the City of Burlington, Chittenden County, Vermont providing access between Interstate 189, U.S. Route 7 (Shelburne Street), and the CCD.

A ROD was issued on January 13, 2010 based on a 2009 FSEIS. The FSEIS included a Section 106 determination of No Adverse Effect and a de minimis use of Section 4(f) resources. Since the completion of the FSEIS there have been some minor revisions to the Project. A Section 106 Amendment/ No Adverse Effect was issued on April 6, 2017 and an additional Section 4(f) De Minimis Determination was issued on May 5, 2017. The Project is scheduled to be advertised for bids in 2020.

The 2010 ROD was rescinded on October 11, 2019 in order to reevaluate the EJ impacts of the Project. In accordance with 23 CFR 771.129(c) a reevaluation of the FSEIS was prepared for the Project. The analysis included in the Reevaluation was prepared in conformance with the EO 12898, FHWA Order 6640.23A effective June 14, 2012 (canceling FHWA Order 6640.23 FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations dated December 2, 1998) and the FHWA *Guidance memorandum on Environmental Justice and NEPA* dated December 16, 2011.

An EJ screening was completed within the Project study area. Although it was determined that none of the Project study area census tracts meet the criteria for low-income populations, Census Tract 10 was identified as a minority population given the substantially higher percentage of minority residents than the City or county. The residential portion of this census tract that is within the Project study area comprises much of the Maple and King Street Neighborhood.

The City, FHWA, and VTrans have assessed whether all the Project's environmental impacts were adequately considered and if any of the impacts may rise to the level of significance. Based on this assessment, it has been determined that all other environmental resource impacts summarized in the 2009 FSEIS have been reassessed in the May 2017 Reevaluation associated with the rail crossings and the May 2019 Reevaluation of the overall Parkway project and the conclusions included in each of those Reevaluations remain valid.

**Table 2-1: Summary of NEPA Studies and Actions**

Study		Date Issued	Purpose of Study	Action/Decision
•	Draft Environmental Impact Statement (DEIS)	1977	To document the need for and identify and assess the impacts of alternatives to improve north/south travel in the southwestern quarter of the City of Burlington.	Identification of a Preferred Alternative
•	Final Environmental Impact Statement (FEIS)	1979	To document the need for and identify and assess the impacts of alternatives to improve north/south travel in the southwestern quarter of the City of Burlington. Also, to address comments raised in the 1977 DEIS.	Selected Alternative chosen, resulting in an approved project
•	Draft Supplemental Environmental Impact Statement (DSEIS)	1984	To address the environmental impacts of constructing a portion of the Selected Alternative through a wetland contaminated by coal gasification wastes.	No action, no Final Supplemental Environmental Impact Statement (FSEIS) was filed. DSEIS withdrawn per December 23, 2003 Notice of Intent (NOI)
•	Draft Supplemental Environmental Impact Statement (DSEIS)	1995	To review interim alternatives to the C-8 Section to address current and future traffic problems, while remediation issues at the Pine Street Barge Canal Superfund Site and the ultimate location of the C-8 Section are resolved.	Circulated for comment in July 1995
•	Final Supplemental Environmental Impact Statement (FSEIS) / Record of Decision (ROD)	1997	To address comments on the DSEIS and provide documentation for selecting an alternative within the C-6 Section to address existing and future transportation deficiencies for a 5-10-year period (interim).	Selected Alternative chosen  Subsequently withdrawn per December 23, 2003 NOI
•	Draft Supplemental Environmental Impact Statement (DSEIS)	2006	To address design modifications based on the City of Burlington's preferences and to designate C-1, C-2 and C-6 as the preferred final condition of the Southern Connector/Champlain Parkway project.	Identified a Preferred Alternative
•	Final Supplemental Environmental Impact Statement (FSEIS) / Record of Decision (ROD)	2009 / 2010	To address comments on the DSEIS and provide additional documentation for supporting the City of Burlington's Preferred Alternative.	Selected Alternative chosen  FSEIS and ROD Issued January 10, 2010  ROD Rescinded October 7, 2019