

Vermont Agency of Transportation Initial Site Assessment (ISA)	Project PIN: 12A574	Date of ISA Completion: 8/29/2024 Form Completed By: Mike Keedy
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Project General Characteristics

Project: Springfield IM 091-1(83) Section: Structures (Ex. Structures, Highway Safety Design (HSD), Municipal Assistance (MAS)) VTrans Project Manager: Adam Goudreau Project Location: Located in the town of Springfield, VT on interstate 91, project starts ~ 0.79 miles south of the I-91 exit 7 to 0.12 miles north of the exit 7. The project spans over route 5 (bridges 25 N&S and 28 N&S), Black River (Bridges 26 N&S), Toonerville Rail Trail (Bridges N&S), and Spencer Brook (Culverts 28-IN, 28-IC, and 28-IG). Project Description: The replacement of bridge numbers 25 N&S decks, the replacement of the bridge number 26 N&S superstructures, the disinvestment of bridge number 27 N&S, the replacement of bridge number 28 N&S, the extension of culvert 28-IN, and the disinvestment of culvert 28-IG and 28-IC Is this a “Town Highway” project? Yes ☐ No ☒ “Resource ID” previously completed? Yes ☒ No ☐
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Project Screening *

To be filled out after project plans review or coordination with Design team.

(Check box if anticipated):

☐ New ROW ☒ Easements	☐ Structure Acquisition ☒ Structure Modification ☒ Structure Demolition	☒ Excavation/Drilling Disturbance Depth (if known) ---ft ☐ Dewatering / GW anticipated
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Notes: Reviewed progress plans dated March 4 , 2024.

☐ **Based on the “Project Screening” criteria results, the proposed project does NOT pose a significant risk for encountering contamination. Skip to “Conclusions and Recommendations” of the ISA.**

Environmental Records Review (From ANR atlas or ERT, EPA brownfields site, or EPA National Priorities list, unless noted otherwise.)

Documented Waste management concerns within project area ☐ Land use restrictions, Describe: ☒ Hazardous Site(s), Describe: Hazardous site 921304 (fuel station) is located adjacent to the project area. Based on site investigation information provided by DEC, cleanup was completed with source removal (UST). After further monitoring, groundwater enforcement standards met on entire site. Given that this proposed VTrans project does not impact the hazardous site, no further investigation is warranted with respect to risk for encountering petroleum contamination originating from this document site.

- ☒ **Hazardous waste generators, Describe:** CIRCLE K #7404 adjacent to the project area (west); VTRANS-SPRINGFIELD district garage adjacent to the project area (west); Ultimate Autobody located East of the project area on US5
- ☒ **Above/Underground storage tanks, Describe:** There are UST's associated with Springfield Circle K, adjacent to the project area.
- ☐ **Dry cleaners, Describe:**
- ☐ **Land Fills, Describe:**
- ☐ **Salvage Yards, Describe:**
- ☐ **Brownfields, Describe:**
- ☐ **VT ANR "Urban Soils Background Area"**
- ☐ **DEC Documented Spills, Describe:**
- ☐ **Other, Describe:**

Notes:

Date(s) of information inquiry: 8/23/2024

Supplemental Documents Review (As available and deemed necessary)

- ☐ **Fire insurance Map(s) - Year(s)**
- ☒ **Aerial/Historic Photographs - Year(s)** 1962
- ☒ **Google Earth/Street views Year(s)** 2024
- ☐ **Local Street Directories - Year(s)**
- ☐ **Area Wide Planning Reports, Describe:**
- ☐ **Other, Describe:**

Current Project area land-use description:

☐ **Industrial** ☒ **Commercial** ☐ **Residential** ☐ **Agricultural** ☒ **Undeveloped** ☐ **Other**

Historic land uses within project area (if known): Railroad (presently Toonerville Rail Trail is located within the project site. Given that there is potential for earth disturbance involved with the proposed disinvestment of Bridges 27 N&S, relict railbed material may be present in the vicinity of excavation. Due to the historic nature of railroad corridors, there is potential for regulated residual contaminants to exist in proximity to the railroad that is now a rail trail for pedestrian usage.

Notes: Due to the historic use of lead-based paint on bridges and given the ages of the bridges being rebuilt/replaced/demolished, there is potential for leaded building materials to be encountered during construction of this project. Furthermore, there is potential for lead to be present in the soils surrounding the bridges over years of paint weathering derived from the bridges if lead-based paint was used. There should be consideration for assessing this risk of soil contamination during project design to determine if pre-characterization of surface/subsurface soils that are planned to be disturbed during construction is warranted.

Visual Site Survey (Leave box unchecked if "No")

Visual Site Survey Completed?

☐ Yes

Reason for Site Visit:

Date of site visit:

Visual site survey observations (mention any limitations of site survey):

Coordination To-Date

☐ Yes

Has coordination between VTrans and Federal / State / Local Agencies, or municipalities occurred?

☐ No

Describe:

Conclusions & Recommendations

Are there unresolved contamination concerns within the project limits, or surrounding project area that pose a risk to project development?

☒ Yes ☐ No

Describe:

-Due to the historic use of lead-based paint on bridges and given the ages of the bridges being rebuilt/replaced/demolished, there is potential for leaded building materials to be encountered during construction of this project. Furthermore, there is potential for lead to be present in the soils surrounding the bridges over years of paint weathering derived from the bridges if lead-based paint was used. There should be consideration for assessing this risk of soil contamination during project design to determine if pre-characterization of surface/subsurface soils that are planned to be disturbed during construction is warranted. Depending on if soil sampling pre- characterization is to occur, a soil management plan for the project may be required.

-Due to the project limits being within a prior in use railroad corridor, the town of Springfield should be consulted to determine what extent of rail bed material may be present where excavation is planned, specifically adjacent to bridges 27 N&S. Due to the historic nature of railroad corridors, there is potential for regulated residual contaminants to exist in proximity to the railroad that is now a rail trail for pedestrian usage. Further assessment of special provision requirements will need to take place to determine what language may be needed in the project contract address Railroad Right-of-Way soil management requirements, if there is not a formal soil management plan implemented for this project.

Follow up with the Project Manager by the Project Contamination Engineer will occur to address these mentioned unresolved questions.

Contact:**Initial Site Assessment (ISA) Completed By:****Name:** Mike Keedy**Title:** Project Contamination Engineer**Email:** mike.keedy@vermont.gov**Phone:** 802-595-1094**Address:** Vermont Agency of Transportation, 219 North Main St, Barre, VT, 05641**Date:**8/29/2024

Information for VTrans Environmental Specialist**NEPA CE Checklist:****Hazardous/Residual Waste Liabilities**Significant excavation Yes X No Significant ROW acquisitions Yes No X Bridge demolition or rehabilitation Yes X No

If yes for any of the above, an Initial Site Assessment (ISA) should be completed.

Haz Waste Present in project site Yes No X Urban Soils Background Area Yes No X

If both are No, then proceed to next section.

Determination from VANR Atlas 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: Refer to Initial Site Assessment document for explanations of hazardous waste/residuals waste liabilities.**Special Provision Commitments:**

Railroad Right-of-Way Soils. Disturbed soils within the project limits shall be kept within the railroad right-of-way. If the Contractor elects to use a location outside of the railroad right-of-way, then soils must be disposed of and/ or stockpiled in accordance with the [Investigation and Remediation of Contaminated Properties Rule](#) (IRule) at no additional expense to the Agency. The locations must be reviewed and approved by the Agency and the Contractor must secure all necessary permits and approvals from the Vermont Agency of Natural Resources.