

MEMORANDUM

To: Josh Arneson, Ravi Venkataraman AICP CFM; Town of Richmond
From: Jason Charest PE PTP; CCRPC
Date: November 17, 2022
Re: US-2 Pinch Points – Study Options

Background & Introduction:

The Town of Richmond requested the use of CCRPC's transportation planning funds to examine options for widening US-2 to accommodate five-foot shoulders. A VTrans paving project is in the works that will go a long way in achieving this goal, but areas with shoulders less than five feet, pinch points, will remain.

The CCRPC staff have been in discussions with Stantec to fulfill the Town's request. Stantec is also the consulting firm working on the paving plans, and they have proposed two options for consideration.

Option 1: cursory Scoping Study – 3 to 6 months to complete at an estimated cost of \$7,000 (\$1,400 local match)

- Site walk & photo documentation of shoulder areas less than five-feet wide
- High level assessment of widening options and impacts per area to be widened
- Summary of tasks and additional data collection required for full scoping study
- Order of magnitude cost estimates
- Summary memo

Option 2: Full Scoping Study – 9 to 12 months to complete at an estimated cost of \$60,000 - \$70,000 (\$12,000 - \$14,000 local match)

- Site walk & photo documentation of shoulder areas less than five-feet wide
- High level assessment of widening options and impacts per area to be widened
- Preliminary subsurface investigation and analysis to understand viability of widening options
- Refinement of widening options and conceptual cost estimates
- Recommendations for next steps
- Summary report

Discussion

A shoulder widening project of this nature would be eligible to submit as a regionally driven project in the [VTrans Project Selection and Project Prioritization Process \(VPSP2\)](#). Neither Option 1 or 2 above would help it score higher as part of this process and it's unclear if it would score well enough to become a VTrans project.

Option 1 was put forth because the widening of US-2 is anticipated to be expensive given the topography and nearby constraints. The Town could proceed with Option 1 as an initial step to get an understanding of the potential costs. It could then be submitted into VPSP2. If it becomes a VTrans project through this process, the Town could stop there. If seen as unlikely to become a VTrans project, the Town could move forward with Option 2.

If the Town completes Option 2 it could immediately proceed with pursuing grant funding, if comfortable with the match requirements, while also submitting it into VPSP2. This type of project would qualify as a candidate for VTrans's [Bicycle and Pedestrian Grants](#) and [Transportation Alternatives Program Grants](#). The decision to skip Option 1 and go directly to Option 2 likely hinges on the Town's eagerness and available resources to move this forward.

Recommendation

Our recommendation would be to move forward with Option 1 and reassess following the VPSP2 process. This option requires a low up-front investment from the Town and may prevent it from spending unnecessary funds on Option 2. It also will help the Town understand what the potential cost might be if they were to pursue grant funding. They would however need to complete a full scoping study (Option 2) if proceeding with grant funding.

End of Memo