



TOWN OF RICHMOND
RICHMOND TOWN CENTER
203 Bridge Street, P.O. Box 285
Richmond, Vermont 05477



August 13, 2021

Governor Phil Scott
109 State Street, Pavilion
Montpelier, VT 05609

RE: Route 2 Repaving Project in Richmond

Dear Governor Scott,

I am writing you today in regards to the Route 2 Repaving Project in Richmond currently scheduled to begin in the fall of 2022. The planning for this project dates back at least five years and the Town has been preparing for the project during that time. As we near the start of the work the project scope provided by the VTrans team is falling short of the Town's expectations, namely in regards to the storm water system that lies beneath the road. The purpose of this letter is to highlight these differences, make you aware of the ongoing conversation, and request connection to any additional state resources relevant to the concerns outlined here who can assist us.

In the Fall of 2020 the Town began conversations with VTrans Project Manager Matthew Bogaczyk. In these conversations the Town expressed the following goals for this project:

- Construction and reconstruction of sidewalks and curbing
- Striping of parking and crosswalks
- Six foot shoulders for the entirety of the project
- Installation of a left-turn signal at the Rt. 2 – Bridge St. intersection
- Storm water improvements under Rt. 2 in the Richmond village

We have been discussing the above goals with Secretary of Transportation, Joe Flynn, VTrans Project Delivery Bureau Director, Robert White, VTrans Project Manager, Matthew Bogaczyk, and VTrans Highway Safety & Design Program Manager, Jesse Devlin. I would like to thank all of them for their attention to the concerns of the Richmond residents. We have made progress on many of these goals thanks to their hard work and creative thinking.

We are currently working with this team on closing gaps in expected versus planned scope, with the most significant gap being work related to the storm water infrastructure. Specifically, the Town's understanding of this project is that the pipes that run beneath the road bed would be replaced prior to completion of a new road bed and paving. A limiting factor identified by VTrans is that the funding source for this project is specific to paving and therefore limits the scope of work.



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The Town has upgraded the Town-owned storm water system in the area of Rt. 2. and replaced many of the water lines under Rt. 2. Some portions of the Town's storm water system feed into the State system, while other portions receive water from the State system. The cost to the Town for the storm water improvements has been over \$300,000. The total cost for upgrading the water lines has totaled over \$500,000. The Town took steps to complete these projects ahead of the Rt. 2 paving project to avoid excavation of the new road surface once the repaving project is complete.

This is a large-scale project that requires years of planning and the Town sees this as an opportunity to improve the Rt. 2 corridor through Richmond for decades to come. While this type of work may involve allocating funding from sources other than paving to this project, we believe it would be most efficient to have the work performed on the storm water infrastructure while that system is exposed. This would save on overall construction costs and prevent a new road from being cut and repaved at a later date to address the storm water system.

The Town remains committed to this project and the long-term sustainability of Rt. 2. We seek to collaborate with our State resources and experts to create a roadway that provides a safer route for bicyclists and pedestrians to the park and ride, and a storm water system which meets current standards to properly contain and clean storm water runoff.

We are continuing our discussions with Secretary Flynn and his team. To reiterate, the purpose of this letter is to make you aware of the ongoing conversation and to request introductions to relevant state resources or entities that would support the full scope of this project (ie. Storm water planning). We are hopeful that we will be able to reach our goals through working with Secretary Flynn, but should that turn out to not be the case we will reach out to you directly for assistance.

Thank you for your consideration,

Christine Werneke

Christine Werneke, Richmond Selectboard Chair

CC:

Secretary of Transportation Joe Flynn