



From: [Patty Davis](#)
To: [Act250 - Board](#)
Subject: Fwd: Formal Request for Review Under 23 V.S.A. 1042 - Sandhill Road Truck Routing
Date: Monday, December 1, 2025 6:25:06 PM
Attachments: [Compliance Review Request \(1\).pdf](#)

You don't often get email from pattydavis755@gmail.com. [Learn why this is important](#)

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Madeline (Maddy)

Apparently, Sarah Ladd and Janice from the LURB wanted the video with what part to listen to explained, and sent to you directly. The compliance review has not been done by VTRANS under 23 V.S.A. 1042 yet due to the Thanksgiving holiday. I have not heard back from the Secretary of Transportation (VTRANS), or anywhere else yet.

So, I've also enclosed the Compliance Review Letter Request. (just so you have it also). Please listen to the very beginning of the video of the Essex SB, "Public to be Heard ". Video. There were 16 residents that came to speak at this meeting because we were not granted a public hearing and told by Town Manager to come and speak during public to be heard. I believe only half of us spoke about the detrimental impacts of semi trucks on our livability on and adjacent to lower Sandhill Road in Essex.

Let me know if you need anything else from me.

Thanks again for your attention and assistance!

Patty Davis
Hillside Circle
Essex

Sent from my iPhone

Begin forwarded message:

From: Patty Davis <pattydavis755@gmail.com>
Date: November 19, 2025 at 3:12:40 PM EST
To: aot.info@vermont.gov
Subject: Formal Request for Review Under 23 V.S.A. 1042 - Sandhill Road Truck Routing

Dear Secretary,

I am submitting the attached correspondence and documentation to request a formal review by the Vermont Agency of Transportation under 23 V.S.A. 1042, regarding the Town of Essex's rerouting of industrial traffic from the designated truck route (VT Route 15) onto Lower Sandhill Road, a residential corridor not engineered or designated for freight movement.

At a November 20, 2023 Essex Selectboard meeting, only Criterion 1 of 23 V.S.A. 1042 was cited, and the remaining statutory criteria - particularly Criterion 4, involving the suitability and availability of alternate routes-were not referenced or evaluated publicly.

Because all four criteria must be considered in determining whether such a routing is lawful, reasonable, and compliant, we are requesting the Agency's independent evaluation and written determination.

The letter VTrans received by mail today provides the background, documented safety concerns, roadway functional classification conflicts, residents' impacts, and supportive evidence for review.

We respectfully request written acknowledgment and guidance on next steps pursuant to the established state review process.

Thank you for your time and consideration.

Sincerely,

Patty and Sam Davis

On behalf of affected residents adjacent and on Sandhill Road.

9 Hillside Circle

Essex, VT

See link to video:

https://www.youtube.com/live/V3voYVmUAaU?si=4gr2C2GPd_nqN6L8

November 15, 2025

RE: Compliance Review Request - Lower Sandhill Road (Public Record)

Dear CCRPC,

We are submitting this correspondence as concerned residents and stakeholders regarding the current use and condition of Lower Sandhill Road in Essex, Vermont, especially in relation to heavy truck routing associated with the Saxon Hill Industrial District and proposed new developments.

Based on traffic counts at all hours of the day and night, the volume and type of vehicles currently using this corridor segment—and the trends observed over the past four years—demonstrate that the roadway is not meeting the operational or safety expectations associated with its state-aid classification and intended functional role.

Several Vermont statutes tie the eligibility and continued receipt of State Highway Aid to compliance with maintenance and operational standards:

- **19 V.S.A. § 308** states that a municipality is not entitled to receive state highway funds "until it has complied with the provisions of this chapter."
- **19 V.S.A. § 304** requires the Selectboard to "see that town highways are maintained, repaired and properly operated when the safety of the public require."
- **19 V.S.A. § 302(b)** authorizes the Vermont Agency of Transportation to require a municipality that fails to meet its roadway responsibilities to return State highway aid generated by that roadway segment.

Documented residential harm resulting from rerouted industrial truck traffic on Lower Sandhill Road includes:

- Structural vibration and houses shaking as heavy trucks pass.
- Nighttime disturbance and sleep disruption, requiring residents to purchase noise-masking devices in order to sleep.
- Diesel emissions and air pollution, making it impossible to comfortably open windows in the evening, at night, or while watching television.
- Elevated noise levels and loss of quiet enjoyment of homes and yards.
- Safety risks to pedestrians and cyclists due to the lack of sidewalks and bike lanes on this residential collector.

Over the past four years, industrial truck traffic has been deliberately redirected onto Lower Sandhill Road through posted signage and the issuance of overweight permits by the Town's Public Works Director, including the installation of a sign mounted directly beneath a 24,000-pound limit notice reading "Overweight Permit Required." This demonstrates that the current truck routing is not incidental or organic, but municipally facilitated and operationalized.

It is further evident that the current routing pattern exists not due to roadway hierarchy, engineering justification, or statutory compliance, but because alternative routing along VT Route 15—historically established as the designated truck route since 1959—is being preserved for the Town Center redevelopment initiative and Act 181 housing-related planning objectives. A municipal or regional planning preference cannot override statutory roadway classification obligations, statewide freight patterns, or public safety requirements.

Numerous resident concerns and documented roadway impacts were already formally entered into the public record during the combined ORB/Planning Commission meeting held in Essex, Vermont, on Thursday, November 13, 2025, at 6:30 PM, including the Stantec consultant's recommendation that construction of an alternative truck route be the primary corrective action. A recorded public testimony session in which multiple affected residents documented specific harms, including vibration, sleep disturbance, safety concerns, diesel exposure, and loss of residential enjoyment, is available and already exists as part of the municipal public record.

This correspondence is not submitted as new testimony, but rather to ensure that applicable Vermont statutory requirements governing roadway classification, safety obligations, and eligibility for state highway funding are formally entered into the record alongside existing findings, documentation, and professional recommendations. At this stage, additional delays for further comment or input is neither necessary nor appropriate.

Accordingly, we respectfully request that CCRPC initiate a formal compliance review of Lower Sandhill Road's current classification, use, and operational condition against applicable Vermont roadway statutes and state-aid requirements.

If findings indicate non-compliance, we request that these findings be transmitted to:

- The Vermont Agency of Transportation (VTRANS)
- The Town of Essex Selectboard
- The Act 250 District 4 Commission

Please confirm in writing whether a compliance review will be initiated, and if so, provide the assigned contact, timeline, and next steps.

Respectfully, and pursuant to applicable statute, roadway classification requirements, and public record obligations,

Patty Davis
9 Hillside Circle
802-598-0132
Pattydavis755@gmail.com

Sam Davis
9 Hillside Circle
802-233-2999
samdavisvt@gmail.com

Lisa Goodrich

Dave Goodrich

cc:

- Vermont Agency of Transportation (VTRANS)
- Essex Selectboard
- Act 250 District 4 Environmental Commission