

**From:** [Patty Davis](#)  
**To:** [Act250 - Board](#)  
**Subject:** Traffic count data that I forgot to include.  
**Date:** Tuesday, December 2, 2025 5:54:36 PM

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

Hi Madeline,

In case Janet, Sarah or anyone on the board needs semi traffic data from 11/30/23 to 12/2/23. There was a counter placed on a pole near 39 Sandhill Road after the 11/20/23 SB meeting that you viewed.(Public to be heard portion)

I appreciated the clarification from Janet's definition of 1A designation from last night's meeting. I hope it's not too late to add this to my past submissions.

Thank you!  
 Patty

**Lower Sandhill Road Truck Impacts – Essex Officials**  
 Patty Davis, Resident of Hillside Circle neighborhood adjacent to Lower Sandhill Road  
 October 26, 2025

**1. Introduction / Purpose**  
 This letter provides factual documentation regarding the substantial industrial truck traffic on Lower Sandhill Road in Essex, Vermont. It summarizes roadway conditions, safety issues, and policy inconsistencies to request corrective action under Highway Capacity Manual (HCM) 7th Edition principles.

**2. Observed Truck Volumes**

Date Range	Vehicle Type	Total Trucks	Source / F
Nov 27 – Dec 2, 2023	Medium & Large Trucks	~ 4,520 (~ 915 per day)	Lower Sandhill Automated Traffic

**3. Roadway Conditions / Safety Context**

- 30-foot roadway width on steep slope with 6-8 inch curbs on both sides.
- Shoulder less than 1 foot with eight drainage grates.
- No sidewalk or bike lane.
- Bicyclists are forced over drainage grates due to narrow clearance.
- 23 V.S.A. § 1033(a)(9): "When overtaking and passing a bicycle or pedestrian, a vehicle shall leave a minimum of 4 feet of lateral clearance."
- 19 V.S.A. § 1109: "The Agency of Transportation shall adopt rules as it deems necessary to prevent the abuse of any highway or portion of a highway during any period of any season of the year."

**4. Functional Classification Analysis**  
 Although reclassified as a Secondary Arterial, Lower Sandhill Road's characteristics do not meet HCM 7th Edition or FHWA arterial standards. It has residential frontage, narrow geometry, and no multimodal accommodations.

**5. Signage / Overweight Permit Issue**  
 The corridor displays a 24,000-pound weight limit sign adjacent to an 'Overweight Permit Required' sign. Despite this, the Public Works Director routinely issues overweight permits to industrial trucking companies, effectively converting the residential corridor into a primary truck route.

**6. Transportation Management Plan / Route 15 Context**  
 The 2014 Essex Transportation Management Plan identifies VT Route 15 as the designated primary truck corridor. Diverting industrial traffic onto Lower Sandhill Road contradicts that plan and compromises safety.

### **7. Requests / Recommendations**

1. Reevaluate Lower Sandhill Road's classification.
2. Reinstate VT Route 15 as the primary truck route.
3. Conduct a Truck Management and Neighborhood Impact Study using HCM 7th Edition methods.
4. Establish a corrective timeline.

### **8. LURB Record Inclusion**

Please include this correspondence in the public record regarding the Town of Essex and CCRPC Future Land Use and Transportation Map submission to the Vermont Land Use Review Board (October 2025). This letter is submitted to provide factual documentation of truck impacts on Lower Sandhill Road, including safety, operational, and multimodal concerns, for consideration in ongoing planning and review processes.

Sincerely,  
Patty Davis

Sent from my iPhone