Office of Highway Safety
Road Safety Audit Review

<table>
<thead>
<tr>
<th>Town:</th>
<th>Weston</th>
<th>Date Reviewed:</th>
<th>September 25, 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route:</td>
<td>VT 100 Between Farrar Museum and Weston Play House</td>
<td>Mile points:</td>
<td>MM 3.1 to 3.4</td>
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</tbody>
</table>

Location Map

Note: THIS DOCUMENT IS EXEMPT FROM DISCOVERY OR ADMISSION UNDER 23 U.S.C. 409
RSAR Process

A Road Safety Audit Review (RSAR) is a formal examination of an existing road in which an independent, multi-discipline team (the Audit Team) reports on potential safety issues. According to the Federal Highway Administration (FHWA), the purpose of a RSAR is to determine which elements of the road may present a safety concern, to what extent and under what circumstances, as well as to identify opportunities to mitigate the identified safety concerns.

The RSAR process is composed of several steps as shown in Figure 1. The process starts with a Commencement Meeting during which the Audit Team reviews data and gathers community concerns. A Site Inspection is then performed by the Audit Team. The site visit involves the identification of safety deficiencies as seen in the field. The Audit Team will usually drive through the location of interest to “get a feel” for the area, traveling through each approach in the case of intersections. The team is to then drive at a slower speed to make observations. If needed, the team will also walk the location. Following the site inspection, the Audit Team holds a Post Inspection Meeting. It is during this meeting that the team members discuss their observations and identify safety issues. The team is to reach a consensus on the importance of each safety issue mentioned. Only those issues for which a consensus is reached are included in the RSAR findings. A RSAR report (Written Report) is prepared.

The Written Report identifies safety concerns and proposes guidance. These issues and solutions are presented in a tabular format associated to each Responsible Entity for
ease of reporting. The Responsible Entities are any groups who own a roadway feature or who are responsible for making an improvement or for initiating further studies. These could include for example, the VTrans design section, the local town, the local police or the local RPC.

**Location**

The primary location of this RSAR is the section of VT 100 in Weston between the Vermont Country Store and the new Weston Playhouse (at Walker Farm) located just south of Chester Mountain Road. This corresponds approximately to mile points 3.10 to 3.40 on VT 100. Of particular interest are the sections of road on VT 100 where the shoulder narrows significantly.

A secondary location of interest for this RSAR is the area formed by Park Street and Lawrence Hill Road.

**Purpose of the RSAR**

This RSAR was conducted at the request of the Town of Weston to review the safety of this section of VT 100 with respect to pedestrian usage.

The RSAR herein has sought to identify potential safety hazards and physical features, which may affect road user safety. However, it is possible that not every deficiency has been identified. It should further be recognized that the implementation of the guidance in this report might contribute to improve the level of safety of the facility reviewed but not necessarily remove all the risks.

**RSAR Participants**

Mario Dupigny-Giroux from the Office of Highway Safety, VTrans, was the RSAR coordinator.

The other participants were:

- Tom Fields, GHSP, VTrans
- Jon Kaplan, MAB, VTrans
- Marcos Miller, TSMO, VTrans
- Brad Ameden, Weston Planning Commission
- Annie Fugii, Farrar Park, Weston Selectboard, Weston Community Association
Information Reviewed

Geometry and Land Use

The land use in the area is mostly commercial and very tourists oriented. Many of the establishments are large attractors of pedestrian traffic. These include for example, the Vermont Country Store, the Weston Village Store, the two Weston Play House facilities (one of which is located on Park Street) and other galleries and museums.

In general, this section of VT 100 has one 11-foot lane in each direction and 4-foot shoulders.

However, there is a section of road, in the northbound direction, on the east side of VT 100 where the shoulder is about two feet wide. This narrow shoulder goes around a 22-degree horizontal curve/vertical grade and transitions north to a wider shoulder before narrowing down again for a short length.
**Speed Limit**

The speed limit on VT 100 is 30 mph.

**Traffic Volumes**

The 2014 Annual Average Daily Traffic (AADT) was about 2,800 vehicles per day (the AADT is a representation of the traffic on a typical day of the year. It is derived from counts and adjustment factors).
**Pavement Condition**

The pavement surface on VT 100 is rated as fair with the year of last work being 2000 (VTransparency, September 8, 2017).

**Traffic Signs**

The layout below shows the approximate locations of some of the key signs in this section of VT 100.

There are pedestrian ahead assemblies (mile point 2.942 NB, 3.522 SB) followed by pedestrian signs with “next 1000 feet” plaques (mile point 3.334 SB, 3.052 NB) in both directions.

In the southbound direction, there is a turn sign with a 25 mph advisory plaque and a “Hidden Drive Left” sign above the turn sign at mile point 3.298.

The curve at Park Street is delineated in the southbound direction by a chevron at mile point 3.230 and a large arrow at the curve at mile point 3.210.

In the northbound direction, there is a “Hidden Drive Right” sign at mile point 3.216. There is also a modified curve sign with a side road at mile point 3.360 to indicate the intersection with Chester Mountain Road.
No parking zones exist on VT 100 in this area. There is a no parking zone in the northbound direction from about mile point 3.075 to mile point 3.363. Southbound, the no parking zone goes from about mile point 2.967 to 3.345.

Past Projects and Actions

Work Order number 99-258 was for the replacement of signs. A VT 100 route sign with directional arrow at mile point 3.23 was removed and replaced with an 18 x 24 inches chevron.

Work order number 05-844 was completed in 2006 and was for the replacement of signs. A modification to the sign layout included the replacement of a large arrow in the southbound direction at mile point 3.244 with a chevron. Larger 24 x 30 inch signs were used for this chevron and the existing chevron at mile point 3.212 (upsizing that one from 18 x 24 inches). In addition, a new speed limit 30 mph sign was installed in the southbound direction at mile point 3.195 and the pedestrian sign assemblies with distance plaques were changed from regular type III sheeting to fluorescent yellow green type IX sheeting (the distance plaques were changed from 700 ft to 1000 ft). Finally, “ahead” plaques were added to pedestrian signs located at mile points 2.942 (NB) and 3.522 (SB).

STP 9819(1)S was for the resurfacing of VT 100. This was completed in 2000.

Work order number 09-353 was for the installation of a northbound fire truck symbol sign at mile point 3.379.

STPG SIGN(20) was for the replacement of signs on VT 100. This project was completed in 2011. Modifications to the signage in the southbound direction included the relocation of the pedestrian and “next 1000 feet” plaque from mile point 3.298 to 3.334 and the relocation of the turn sign and the advisory speed plaque (changed from 30 mph to 25 mph) from mile point 3.334 to 3.298. The chevrons were retained.

Work Order number 13-1087 was for the replacement of the chevron at the curve with a large arrow. This was completed in September 2013.
Future Projects

There are currently no known projects planned for this area. As per October 5, 2017, inquiries with VTrans Pavement Management Unit and the Assets Management and Performance Bureau, there are no paving projects planned on VT 100 in Weston. However, it is possible that a FPAV or District levelling project could be scheduled.

Crash History

The section of VT 100 between mile points 3.119 and 3.419 meets the high crash location criteria for the latest 2012-2016 high crash reporting period.

A review of the 2012 to 2016 crash data along the entire study area shows that nine crashes took place during this five-year span. However, of the nine crashes, four were non-reportable and no crash information is available for them.

From the five crashes for which a crash narrative is available, it was determined that the major crash pattern was a single vehicle that was running off the road in the southbound direction while negotiating the curve near Park Street. Four of the five crashes for which information is available were of this type. Furthermore, all of these run off the road crashes happened while some form of winter precipitations were falling and most happened when it was dark.

It should also be noted that four of these five curve related crashes happened when the delineation of the curve consisted only of two chevrons. Since September 2013, the chevron in the curve has been replaced with a large arrow and only one curve related crash has been officially reported.

The other crash in this section of road happened near Chester Mountain Road and involved a vehicle that was responding to a fire.

Collision diagrams and individual crash narratives are provided at the end of this report in Appendix A.
Current Local Concerns

The Town of Weston reported the following concerns:

This portion of VT100 has always experienced pedestrian traffic, however, with the new construction of the Weston Playhouse at Walker Farm, the pedestrian traffic has increased significantly and is likely to continue to increase as the Weston Playhouse becomes more active.

Children on bicycles and people pushing baby strollers use this section of VT 100. Bicycle traffic has been increasing.

The majority of shoulder along VT 100 is 55 inches. However, the shoulder becomes extremely narrow (24 to 30 inches wide) for about 150 feet (this change occurs right at the crest of the hill near Park Street) and this leaves very little room for pedestrians.

The crest of the hill (near Park Street) has been a problem. It prevents motorists from seeing pedestrians. It also prevents motorists from seeing well in advance vehicles that may be in their lane as they try to avoid one or more pedestrians.

The speed limit is 30 mph, however, cars and trucks frequently exceed this posted speed limit.

Many of the parents who have children who attend The Little School parked their vehicles on the one lane road by Farrar Park. Parents and children are reported by the Town to be crossing Lawrence Hill Road anywhere to get to The Little School.

Identified Safety Concerns

This section lists the areas of safety concern identified by the audit team during the site inspection and from the analysis of available data. This section also reports the potential safety enhancements suggested by the audit team. The concerns are not listed in order of importance.
Concern: Loss of Control Crashes are Predominant

Loss of control crashes in the southbound direction at the curve near Park Street are the major crash pattern within this segment of VT 100 on this high crash location segment. A large proportion of these crashes are happening when the road is slippery due to some form of winter precipitations. In the past, several of these crashes took place when the curve was delineated by a chevron instead of a large arrow as it is now the case.

Safety Enhancements:

*Immediate to Short Term*

- Improve the conspicuity of the advance turn warning sign. Vegetation is currently growing along the post. Brush in proximity of the sign is partially obscuring it. The
vegetation and brush should be cut. Consideration should be given to relocating the sign assembly further south by about 100 feet. Consideration should also be given to using a combination horizontal alignment/intersection sign (W1-10) to warn as well of the side road at the curve (Park St).

• Review winter maintenance practice.
Short Term

- Install a dashed white edgeline around the outside of the curve at the Park Street intersection.
- Consider replacing the existing chevron and large arrow with new type IX signs.

Long Term

- Evaluate the feasibility of improving the superelevation or of installing a high friction surface treatment.

Concern: Pedestrian Connections from the Village Center to the newly Built Weston Play House Building are Inadequate

There currently are no sidewalks on either side of the roadway throughout this segment. The shoulder on the east side of VT 100 in this area is narrow in some places. Pedestrians often walk in the roadway. Motorists often cross the centerline to make room for pedestrians in the travel lane. The crest of the hill compounds the problem as motorists coming over the crest
could be surprised by pedestrians or vehicles in their lane of travel.

Safety Enhancements:

Immediate to Short Term

- Pedestrian signage should be reviewed. 1) At a minimum, the southbound pedestrian sign with the Next 1000 feet plaque should be relocated north, past the drive of the new Weston Playhouse building to better match pedestrian activities. 2) Northbound
motorists that just passed the major traffic generators such as the two village stores may not anticipate pedestrians in the roadway once they travel over the crest. Consideration should be given to adding another northbound pedestrian sign with a distance plaque next to the “Hidden Drive Right” sign. 3) Consideration should be given to bracketing the section of VT 100 between Park St and a point north of the new Weston Play House where pedestrians could be in the roadway due to the narrow shoulder with “On Roadway” assemblies at both ends. If this is implemented, then a new southbound pedestrian sign should be installed after the curve.

Short to Mid Term

• Conduct a comprehensive pedestrian needs study for the village that would include also this section of road, to investigate pedestrian facilities options including sidewalks. The Town is encouraged to apply for a VTrans Bicycle and Pedestrian Grant\(^1\) or for a Better Connections Program Grant\(^2\). It should be noted that there are the remnants of an old sidewalk on the west side of VT 100 south of the Christmas Shop and extending about 100-200 feet south of the Old Parish Church.

Concern: There are No Crossing Facilities Between the Two Village Stores

Pedestrians have been observed to cross back and forth between the Vermont Country Store and the Weston Village Store. There are no specific locations to direct pedestrians to a safe crossing path. In addition, with no pedestrian facilities and the existing perpendicular parking at the Weston Village Store and the Christmas shop on the west side of VT 100, pedestrians often walk behind vehicles which may be backing out of those spaces.

\(^1\) [http://vtrans.vermont.gov/highway/local-projects/bike-ped](http://vtrans.vermont.gov/highway/local-projects/bike-ped) (Next round is July 2018)

\(^2\) [http://vtrans.vermont.gov/planning/projects-programs/better-connections](http://vtrans.vermont.gov/planning/projects-programs/better-connections), Next Application deadline is January 31 2018
Safety Enhancements:

Short Term

- This issue should be investigated as part of the comprehensive pedestrian needs study mentioned earlier.
Concern: The Intersection of VT 100 and Lawrence Hill Road Creates Confusion

The intersection of VT 100 and Lawrence Hill Road is a “Y” shape intersection. The intersection is unnecessarily wide and was observed to create confusion. In addition, at least one vehicle was observed by the audit team to be parked in the shoulder of the island.

Safety Enhancements:

Short Term

- The white markings around the island are faded and should be refreshed.
Mid to Long Term

- Convert to a “T” intersection. Use the additional space for parking. The existing utility pole in the center of the "Y" could be difficult to move. May need to close off the southern leg of the “Y” to create the “T” intersection so the pole can remain where it is.

Concern: Motorists are Disobeying the No Parking Zones

No parking zones are present on both side of VT 100 over a distance of about 2000 feet. The Town reported that motorists were disobeying some of these no parking spaces at times. It is believed that these no parking zones would have been created to permit pedestrians to walk in the shoulders.
Safety Enhancements:

Short to Mid Term

- The Town could contract with the sheriff to provide targeted enforcement.
- The Town could send a letter to the Vermont Traffic Committee via the Traffic Committee Coordinator, Amy Gamble\(^3\) for a review of the no parking zones and their need.

Concern: Speeding could be an issue in this Area

The Town reported that speeds in the area were an issue. Given the high number of pedestrians in this area, travel speeds above the speed limit increase the risk of severe injury crashes.

Safety Enhancements:

Short Term

- The Town could have a speed study done (via VTrans or WRC) to assess the magnitude of the problem.
- The Town could borrow a speed feedback cart from the sheriff (or possibly from the district).

Short to Mid Term

- The Town could contract with the sheriff to provide targeted enforcement.

\(^3\) Amy Gamble, Vermont Traffic Committee Coordinator, VTrans, Highway Division, Maintenance & Operations Bureau, Technical Services Section, 2178 Airport Road Barre, VT 05641

Note: THIS DOCUMENT IS EXEMPT FROM DISCOVERY OR ADMISSION UNDER 23 U.S.C. 409
Concern: Adult Pedestrians with Young Children are Crossing Lawrence Hill Rd in the Middle of the Road

The Town reported that parents and their young children were crossing Lawrence Hill Road in the middle of the road to get to The Little School (which is located across from the Farrar Park, next to the Weston Town Offices).

Safety Enhancements:

Immediate

The Town should consider installing pedestrian warning or school warning signs on Lawrence Hill Road, especially for eastbound traffic.

Short Term

This issue should be investigated as part of the comprehensive pedestrian facilities study mentioned earlier. It should be noted that the existing bridge to the west on Lawrence Hill Road has a sidewalk on the south side of it. With the town offices and school on the south side of Lawrence, the Town should investigate locating a sidewalk on this side of the street.

Concern: The Northern End or Park Street where it Meets VT 100 is Confusing in Terms of One-Way vs Two-Way.

Safety Enhancements:

Short Term

Review signage and pavement markings for possible improvements.
Concern: The Combination Horizontal Alignment/Intersection Sign (W1-10) at Chester Mountain Road is Undersized

The current northbound sign is undersized as per the 2009 Manual on Uniform Traffic Devices.

Safety Enhancements:

*Short to Mid Term*

Replace the existing sign with a 36 by 36 inch sign.

**Summary of Safety Enhancements**

The safety concerns and potential actions that were identified in the previous sections are further summarized in the next table. These potential enhancements will be presented to respective parties for further consideration. The entities listed under the column called “Potential Responsibility” are suggested groups that could possibly implement some of the countermeasures.
<table>
<thead>
<tr>
<th>Safety Concern</th>
<th>Safety Enhancement</th>
<th>Potential Responsibility</th>
<th>Safety Payoff</th>
<th>Time Frame</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Loss of Control Crashes are Predominant in the Curve by Park St</td>
<td>Improve the conspicuity of the advance turn warning sign. Cut vegetation along the post and brush in proximity of the sign. Consider relocating south by 100 feet</td>
<td>VTrans (TSMO)</td>
<td>Immediate to Short</td>
<td>Low</td>
<td></td>
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<tr>
<td></td>
<td>Consider a combination horizontal alignment/intersection sign (W1-10)</td>
<td>VTrans (TSMO)</td>
<td>Immediate to Short</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Review winter maintenance practice</td>
<td>District</td>
<td>Immediate to Short</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Install a dashed white edgeline around the outside of the curve at the Park Street intersection</td>
<td>VTrans (TSMO)</td>
<td>Short</td>
<td>Low</td>
<td></td>
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<tr>
<td></td>
<td>Consider replacing the existing chevron and large arrow with new type IX signs</td>
<td>VTrans (TSMO)</td>
<td>Short</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Evaluate the feasibility of improving the superelevation or of installing a high friction surface treatment</td>
<td>VTrans (via Paving Project)</td>
<td>Long</td>
<td>High</td>
<td></td>
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<tr>
<td>Pedestrian Connections from the Village Center to the Newly Built Weston Play House Building are Inadequate</td>
<td>Pedestrian signage should be reviewed. At a minimum, SB pedestrian sign with Next 1000 feet plaque should be relocated north. Consider an additional NB pedestrian sign next to the “Hidden Drive Right” sign. Consider bracketing with “On Roadway” assemblies at both ends.</td>
<td>VTrans (TSMO)</td>
<td>Short</td>
<td>Low</td>
<td></td>
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<tr>
<td>(Continued) Pedestrian Connections from the Village Center to the Newly Built Weston Play House Building are Inadequate</td>
<td>Conduct a comprehensive pedestrian needs study for the village, that would include this section of road, to investigate pedestrian facilities options including sidewalks[^4]</td>
<td>Town with help from WRC</td>
<td>Short to Mid</td>
<td>Low (Grant Application), Med (Study, $25,000 - $50,000)</td>
<td></td>
</tr>
<tr>
<td>There are No Crossing Facilities Between the Two Village Stores</td>
<td>Review as part of the comprehensive pedestrian needs study mentioned earlier</td>
<td>Town with help from WRC</td>
<td>Short to Mid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Intersection of VT 100 and Lawrence Hill Road Creates Confusion</td>
<td>The white markings around the island are faded and should be refreshed</td>
<td>Town</td>
<td>Short</td>
<td>Low</td>
<td></td>
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<tr>
<td></td>
<td>Convert to a “T” intersection.</td>
<td>VTrans (via Paving Project)</td>
<td>Mid to Long</td>
<td>Med</td>
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<td>Motorists are Disobeying the No Parking Zones</td>
<td>The Town could contract with the sheriff to provide targeted enforcement</td>
<td>Town</td>
<td>Short to Mid</td>
<td>Low to Med</td>
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<td></td>
<td>The Town could send a letter to the Vermont Traffic Committee[^5] to ask for a review of the no parking zones and their need</td>
<td>Town</td>
<td>Short to Mid</td>
<td>Low</td>
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<tr>
<td>Speeding could be an issue in this Area</td>
<td>The Town could have a speed study done (via VTrans or WRC) to assess the magnitude of the problem</td>
<td>Town, VTrans, WRC</td>
<td>Short</td>
<td>Low</td>
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<tr>
<td></td>
<td>The Town could borrow a speed cart from the sheriff (or possibly from the district)</td>
<td>Town</td>
<td>Short</td>
<td>Low</td>
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[^4]: The Town is encouraged to apply for a VTrans Bicycle and Pedestrian Grant or for a Better Connections Program Grant

[^5]: Amy Gamble, Vermont Traffic Committee Coordinator, VTrans, Highway Division, Maintenance & Operations Bureau, Technical Services Section, 2178 Airport Road Barre, VT  05641
| (Continued) Speeding could be an issue in this Area | The Town could contract with the sheriff to provide targeted enforcement | Town | Short to Mid | Low |
| Adult Pedestrians with Young Children are Crossing Lawrence Hill Rd in the Middle of the Road | Consider installing pedestrian or school warning signs on Lawrence Hill Road, especially for eastbound traffic | Town | Immediate | Low |
| | This issue should be reviewed in the comprehensive pedestrian facilities study mentioned earlier | Town with help from WRC | Short to Mid | |
| The Combination Horizontal Alignment/Intersection Sign (W1-10) at Chester Mountain Road is Undersized | Replace the existing sign with a 36 by 36 inch sign | VTrans (TSMO) | Short to Mid | Low |
| The Northern End or Park Street where it Meets VT 100 is Confusing in Terms of One-Way vs Two-Way | Review signage and pavement markings for possible improvements | Town & VTrans (TSMO) | Short | Low |
Appendix A

Collision Diagram & Crash Data
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<table>
<thead>
<tr>
<th>Crash #</th>
<th>Report Number</th>
<th>Crash Date</th>
<th>AOT Route</th>
<th>Milepoint</th>
<th>Crash Type</th>
<th>Collision Direction</th>
<th>Weather</th>
<th>Time of Day</th>
<th>Intersection With</th>
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<tbody>
<tr>
<td>1</td>
<td>13D104100</td>
<td>12/29/13 4:01 PM</td>
<td>VT-100</td>
<td>3.12</td>
<td>Property Damage Only</td>
<td>Single Vehicle Crash</td>
<td>Freezing Precipitation</td>
<td>Day</td>
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<td>2</td>
<td>15D102235</td>
<td>7/15/15 12:50 PM</td>
<td>VT-100</td>
<td>3.15</td>
<td>Property Damage Only</td>
<td>Single Vehicle Crash</td>
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<td>3</td>
<td>13D103723</td>
<td>11/23/13 9:45 AM</td>
<td>VT-100</td>
<td>3.15</td>
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<td>Day</td>
<td></td>
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<td>4</td>
<td>16D003094</td>
<td>10/27/16 8:16 PM</td>
<td>VT-100</td>
<td>3.17</td>
<td>Property Damage Only</td>
<td>Single Vehicle Crash</td>
<td>Freezing Precipitation</td>
<td>Night</td>
<td>Lawrence Hill Rd</td>
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<td>5</td>
<td>13D100593</td>
<td>2/23/13 2:47 PM</td>
<td>VT-100</td>
<td>3.19</td>
<td>Property Damage Only</td>
<td>Same Direction Sideswipe</td>
<td>Freezing Precipitation</td>
<td>Day</td>
<td>Lawrence Hill Rd</td>
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<tr>
<td>6</td>
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<td>2/25/12 6:55 PM</td>
<td>VT-100</td>
<td>3.19</td>
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<td>Property Damage Only</td>
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<td>Night</td>
<td>Markham Lane</td>
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<td>1/17/12 6:09 PM</td>
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<td>Freezing Precipitation</td>
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<td>Markham Lane</td>
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<td>VT-100</td>
<td>3.41</td>
<td>Property Damage Only</td>
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<td>9</td>
<td>16D100984</td>
<td>4/28/16 10:22 AM</td>
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<td>Property Damage Only</td>
<td>Rear End</td>
<td>Clear</td>
<td>Day</td>
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Note: The number in yellow is the crash number.

13D104100  1  12/29/2013  4:01:00 PM
Non-reportable. No reports.  VT-100 (657 Main St.)

15D102235  2  7/15/2015  12:50:00 PM
Non-reportable. No reports.  VT-100 (664 MAIN ST.)

13D103723  3  11/23/2013  9:45:00 AM
Non-reportable. No reports.  VT-100 (664 MAIN ST.)

16D003094  4  10/27/2016  8:16:00 PM

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On 10/27/16 at approximately 2016 hours near the intersection of Lawrence Hill Road. A car crashed into a pole. Due to the road conditions, from the snow, the response of the officer was very delayed. Officer observed a single vehicle that appeared to have crashed into a telephone pole and a metal fence that surrounds Farrar Park. The roadway in this area is a slight curve going into a straightaway. The road was snow-covered pavement. It was actively snowing at the time and it was nighttime.

Op 1 advised that he was travelling south on Route 100 at approximately 10 mph. He attempted to negotiate the curve in the road and lost control of the vehicle. Advised that he attempted to correct the vehicle and keep it on the roadway but was unsuccessful.

Officer determined that Op 1 was operating south on VT Route 100, when he lost control of the vehicle due to the weather and road conditions. The vehicle began to slide towards the west side of the roadway and could not be corrected. The vehicle came to an uncontrolled rest when it hit a telephone and fence, just off the side of the roadway. The vehicle’s final position was parallel to the road on its wheels. The front end was facing south and rear end facing north.

Officer concluded that the reason for the crash was due to the inclement weather. That night there were a number of crash which were also a result of the weather. The roadway had not been cleared of snow, which made traveling very difficult. The metal fence that was damaged due to the crash belongs to the Farrar Park Association. Green Mountain Power has been advised of damage to the support cable on pole 69/7.

February 23, 2013 at approximately 1547 hours, a one-car motor vehicle crash located on Route 100 near the intersection of Lawrence Hill Road. Vehicle # 1 to at a position of uncontrolled rest against the Weston Green Fence. The weather at the time consisted of snow and the blacktop roadway was snow covered.

Operator # 1 advised she was traveling southbound on Vermont Route 100, near the intersection of Lawrence Hill Road at approximately 20-25 miles per hour, when Vehicle # 1 began to lose traction and slide off the roadway into the Weston Green fence. Operator # 1 advised she was uninjured from the crash.
On 022512 at approximately 1955 hours, Operator #1 was travelling south on VT 100 in Weston near Markham Lane when he lost control of his vehicle. Vehicle #1 travelled over the fog line and collided with Vehicle #2 that was parked on the side of the road. Vehicle #1 spun clockwise 180 degrees and came to an uncontrolled rest with the front end off the west side of the roadway, facing northwest.

Operator #1 said he was traveling south at approximately 20 mph, when the rear of the vehicle lost traction and spun and hit the parked vehicle. He said he was not injured.

Investigation: Operator #1 was travelling south on VT 100 when he lost control of his vehicle and travelled off the west side of the roadway. The front and rear right side of Vehicle #1 collided with Vehicle #2 which was parked on the west side of the roadway approximately 1.5 to 2 feet out of the travel lane. Vehicle #2 was struck on the passenger side door. Vehicle #1 spun clockwise in the roadway,

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180 degrees and came to an uncontrolled rest with the front end off the west side of the road, facing northwest. Vehicle #1 sustained damage to the front and rear quarter panels on the passenger side.

It was snowing at the time of the crash and the roadway was snow covered.

On 011712 at approximately 1909 hours, Operator #1 was travelling south on VT 100 in Weston near the Weston green when he lost control of his vehicle. Vehicle #1 travelled off the west side of the roadway, and collided with a fence and guide wire to a telephone pole. The vehicle came to an uncontrolled rest facing south.

Operator #1 said he was traveling south, when he lost control of the vehicle due to black ice. He was not injured.

INVESTIGATION: Operator #1 was travelling south on VT 100 when he lost control of his vehicle and travelled off the west side of the road and collided with a fence. Most of the damage to the vehicle was to the front and right side from the fence. There was minor damage on the left side from the telephone guide wire. The weather at the time was freezing rain. The roadway was icy.

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The roadway has a sharp curve to the left as travelling south and a decline.

15D103157 8 10/11/2015 2:39:00 PM
Non-reportable. No reports.

16D100984 9 4/28/2016 10:22:00 AM
On April 28, 2016 at approximately 1022 hours, three-car motor vehicle crash located on VT 100 at the intersection of Chester Mountain Road and in front of the Weston Marketplace. The weather at the time consisted of a clear sunny sky and the blacktop roadway was clear and dry.

Operator # 1 advised he was traveling north on VT 100 at approximately 40 miles per hour with Vehicle # 1's overhead red lights, responding to a fire call, when he was approaching Vehicle # 2. Operator # 1 advised Vehicle # 2 was stopped in the northbound travel lane when he was attempted to go around Vehicle # 2 in the southbound travel lane. Operator # 1 advised at that time Vehicle # 2 then began to turn left into the parking lot to the market. Operator # 1 advised he attempted to apply the brakes but
advised he did not they were working. Operator #1 advised he did not observe a turn signal on Vehicle #2. Operator #1 advised he was not injured.

Operator #2 advised she was traveling northbound on VT 100, near the intersection of Chester Mountain Road, when she was stopped in front of the Weston Marketplace with Vehicle #2's left turn signal activated. Operator #2 advised there was traffic traveling southbound on VT 100, so she was waiting for traffic to pass by and then attempted to turn into the parking lot. Operator #2 advised while she was turning left, Vehicle #1 crashed into the rear of Vehicle #2. Operator #2 advised this caused her vehicle to rotate in a counterclockwise direction and crash into the rear of Vehicle #3, which was parked in a space in front of the market. Operator #2 advised Vehicle #3 was not occupied when her vehicle crashed into it.

Investigation revealed that Vehicle #1 was traveling northbound on near the intersection of Chester Mountain Road, in front of the Weston Marketplace at approximately 40 miles per hour. Operator #1 was traveling at above the posted speed limit of 30 miles per hour because he was responding to a fire call in the Town of Ludlow. At this time, Vehicle #2 was stopped in the northbound travel lane waiting for traffic traveling southbound of Route 100 to clear so Operator #2 could safely turn into the parking lot. At the time, Vehicle #2 was executing the left turn, Operator #1 attempted to go around Vehicle #2 on the left, in the southbound travel lane, causing Vehicle #1 to crash into the driver side rear bumper of Vehicle #2. Vehicle #2 rotated counterclockwise and crashed into the rear of Vehicle #3 that was unoccupied at the time of the crash. Operator #3 was inside the market.