

Office of Highway Safety

Road Safety Audit Review

Town:	St Albans Town	Date Reviewed:	September 7 2016
Route:	VT 36 and Georgia Shore Rd (Min 0764) Intersection	Mile points:	VT 36 MM 0.75 - 0.8 Georgia Shore MM 1.3

Location Map



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RSAR Process

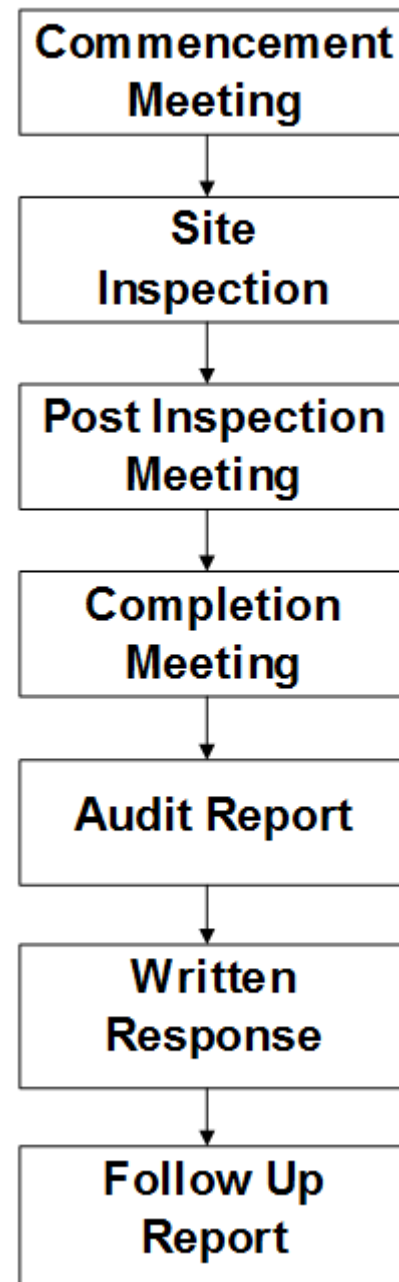
A **Road Safety Audit Review** (RSAR) is a formal examination of an existing road in which an independent, multi-discipline team (the Audit Team) reports on potential safety issues.

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

Figure 1 - Road Safety Audit Process



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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 location of this RSAR is the intersection of VT 36 (Lake Road) and Georgia Shore Road (Minor Collector 0764) in St Albans. This intersection is located at mile point 0.77 on VT 36.

Purpose of the RSAR

This RSAR was conducted at the request of the Town of St Albans to document safety concerns at the intersection of VT 36 (Lake Road) and Georgia Shore Road and to propose countermeasures.

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 may 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:

Jim Cota,	District 8, VTrans
Tom Fields,	GHSP, VTrans
Tyler Guazzoni,	TSMO, VTrans
Jon Kaplan,	Bike/Ped Program, VTrans
Erin Lewis,	Traffic Design, VTrans
Pat McManamon,	DMV, VTrans
Peter Pochop,	Permitting Services, VTrans
Kara Yelinek,	Traffic Design, VTrans

Carrie Johnson,	Town Manager, St Albans Town
David McWilliams,	Seleboard, St Albans Town
Michael Schrader,	St Albans Police Department

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Chris Ste. Marie, The Bay Store

Bethany Remmers, Northwest RPC

Information Reviewed

Geometry

This intersection is considered a three-way intersection. VT 36 is a west to east road by VTrans' convention. At this intersection, VT 36 follows a 10-degree curve and goes from west to east to north at the intersection (using cardinal directions). Georgia Shore Road is the east leg of this intersection.

Traffic is free flowing on VT 36 and traffic must come to a stop at a stop sign on Georgia Shore Road before entering VT 36.

There is a boat access south of the intersection and this drive connects to the intersection and forms a fourth leg so to speak.

The Bay Store is located on the northwest corner of the intersection and it has gas pumps. Parking for the Bay Store is located in front of the building. The Bayside Pavilion is a restaurant that is located on the northeast corner of the intersection. Parking for this restaurant is off street (there is a large lot behind the building and some spaces in front of the building).

The pavement surface on VT 36 is rated as poor in the area of the intersection with the year of last work being 1993 (VTransparency, December 2016).

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View is from Georgia Shore Road



View is from Boat Access Drive

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Speed Limit

The posted speed limit on VT 36 in the area of the intersection is 30 mph. The approach speed limit on Georgia Shore Road is also 30 mph.

Traffic Volumes

The 2014 Average Annual Daily Traffic on VT 36 was 2700 vehicles per day.

The latest 12-hour turning movement count was done in September 2016 by VTrans (6:00 am to 12:00 pm on September 21, 12:00 pm to 6:00 pm on September 20). This count is provided at the end of this report.

This raw count shows that forty-three percent of the traffic enters the intersection from the VT 36 west approach, thirty-seven percent from the VT 36 east direction (north approach) and nineteen percent of the traffic enters the intersection from Georgia Shore Road. Only two percent of the traffic entered the intersection from the boat landing the day the count was taken.

Over a twelve-hour period, from 6:00 am to 6:00 pm, the count shows that the main traffic flow is along VT 36. From the west approach, seventy-two percent of the traffic is continuing left on VT 36 (717 vehicles), while eighty percent of the traffic is continuing right on VT 36 from VT 36 east (673 vehicles).

From the VT 36 west approach, twenty-seven percent of the traffic is continuing straight onto Georgia Shore Road (271 vehicles) while eighteen percent of the traffic is making a left turn onto Georgia Shore Road from VT 36 east (156 vehicles).

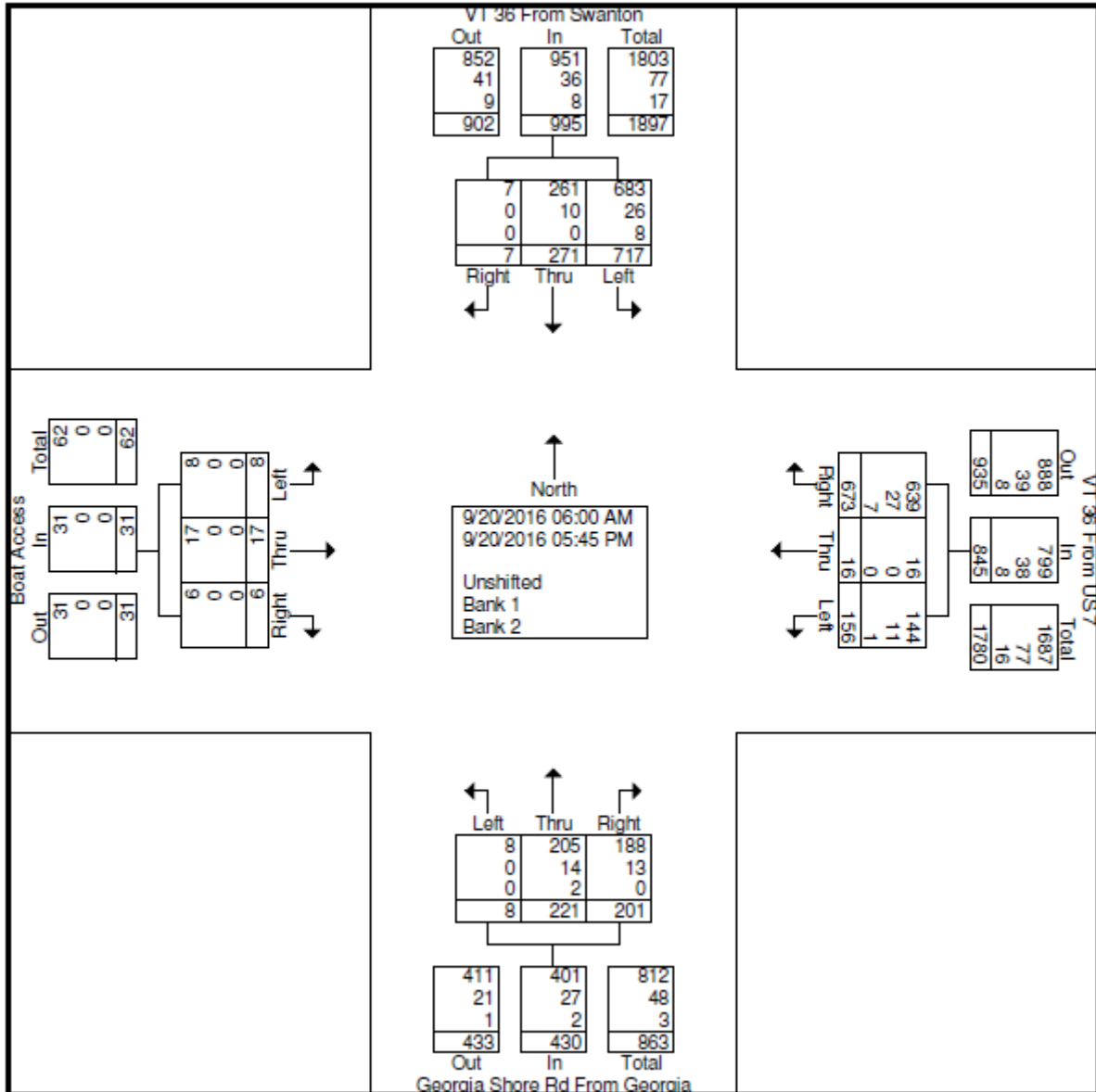
From Georgia Shore Road, forty-eight percent of the traffic is continuing west on VT 36 (205 vehicles) and forty-four percent is turning right onto VT 36 east (188 vehicles).

On the day of the count, seven vehicles turned right onto the boat landing from VT 36 west, sixteen vehicles continued straight from VT 36 east and eight vehicles turned left onto the boat landing from Georgia Shore Road.

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Out of the landing, fifty-five percent of the traffic continued north onto VT 36 east (17 vehicles), twenty-six percent turned left onto VT 36 west (8 vehicles) and nineteen percent turn right onto Georgia Shore Road (6 vehicles).



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A proposed 154-berth marina, to be located at 90 Georgia Shore Road, was approved by the Town on December 23, 2016. A traffic study done by the applicant indicates that the level of service of west and eastbound traffic would be B and that the AM and PM peak hour trip rate would be 26 and 32 trips respectively.

Traffic Signs

On VT 36 traveling westbound towards the intersection, there is a pedestrian warning sign with an ahead plaque below it approximately six hundred and seventy feet from the crosswalk. This is followed by a modified turn sign with an intersection leg on it supplemented with a 10 mph advisory speed plaque. This assembly is located at the Town Hall, approximately four hundred feet from the curve/intersection. This assembly is followed by a VT 30 route marker with a right arrow plaque (200 ft prior to the intersection).

Still traveling west, right at the intersection, just before going around the corner, there is a pedestrian sign with a hard turn arrow to warn of the upcoming crosswalk. This crosswalk is approximately seventy-five feet west of the intersection and is bounded, in each direction, by a pedestrian sign with a down arrow.

For traffic traveling east on VT 36 from the west, there is a pedestrian sign with an ahead plaque below it approximately five hundred and seventy-five feet from the crosswalk. This is followed by a modified turn sign with an intersection leg shown on it along with a 10 mph advisory plaque (approximately 350 west of the intersection). Then, one hundred and twenty feet west of the intersection, there is a VT 36 route marker with a left arrow.

There are also “no parking” zones on VT 36 on both sides of the road on the west approach. These zones extend from mile point 0.40 to mile point 0.77 and are marked with no parking signs.

On Georgia Shore Road, there is a stop ahead sign and a stop sign at the intersection.

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Traffic Studies

VTrans Traffic Research Unit completed an all-way stop warrant analysis based on the 2009 edition of the Manual on Unified Traffic Control Devices (MUTCD) in November 2016.

The analysis was based on the VTrans 2016 12-hour turning movement count that was discussed earlier. Seasonal adjustment factors and annual growth factors were applied to estimate 2017 and 2022 Annual Average Weekday Daily Traffic. All approaches were modeled as single lane approaches.

Based on this analysis, it was found that these volume warrants were not met for either 2017 or 2022 traffic conditions. On the other hand, the MUTCD suggests other criteria that may be considered in an engineering study. Specifically, criteria A and C in paragraph 5 on page 52 of the MUTCD were evaluated. Based on safety considerations, it was determined that all-way stop control was justifiable at this intersection.

Past Projects

Project STP 9274(1)S was for the resurfacing of VT 36. This project was completed in 1993.

A state highway access and work permit was issued by VTrans in October 2015 to allow the Town to construct the current crosswalk at the Bay Store on VT 36 west (crosswalk *view in picture below is west on VT 36*) and the existing sidewalk that runs from the south side of VT 36 to the concrete path along St Albans Bay. This project also adjusted the locations of existing signs and added new ones.

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Future Projects

Project STP FPAV(1) is for the resurfacing of VT 36. The anticipated completion date is 2017. This project was originally scheduled to be done in 2016.

A marina project is proposed at 90 Georgia Shore Road. The plan sheet on page 27 shows the pedestrian amenities that are proposed to be added at the VT 36 intersection. These include a paved walkway on the south side of Georgia Shore Road, a crosswalk at the Bayside Pavilion Restaurant, and a crosswalk at the boat access drive.

Crash History

The crash history was reviewed at the intersection for the six-year period covering the years 2010 to 2015. Only two crashes occurred at this intersection during this period.

These two crashes were of different types. One was a single vehicle crash and the other one was a head-on crash. The head-on crash happened on VT 36 and was caused by one of the motorists crossing the centerline to avoid pedestrians in the shoulder.

Crash narratives are provided at the end of this report along with a collision diagram.

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Current Local Concerns

Parking and illegal parking was one of the issues that was reported by local representatives. As explained, the Bay Store has a creemee stand that is very popular during the summer months. This creates parking issues at the store and on VT 36. It also generates heavy pedestrian traffic. Although there is a crosswalk present between the store and the park, people are anecdotally crossing all over and not necessarily at the crosswalk.

Another issue that the Town brought forward was the fact that turning movements at this intersection were confusing because of the geometry. The officer who was present said that he had seen people stopping dead in the intersection. According to the locals, this intersection is especially confusing for the unfamiliar drivers. The proposed marina on Georgia Shore Road could change the traffic pattern at this intersection.

The four bollards that were installed with the crosswalk project on VT 76 west were supposed to be breakaway. However, the ones that were installed are not breakaway.

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: Non-Breakaway Bollards at Crosswalk

The bollards at the crosswalk are not breakaway.

Safety Enhancements:

Short Term

Remove the existing bollards and replace them with flexible bollards.

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Concern: Parking Issues

During the summer months, parking has been an issue on VT 36, west of the intersection. “No parking” zones on either side of VT 36 are currently present.

Safety Enhancements:

Short to Mid Term

The audit team discussed the creation of off-street parking spaces off the shoulder, on the south side of VT 36, from about the no parking end sign west up to the telephone pole. However, the Marina plans suggest a walkway along VT 36 at that location. If parking is implemented, back-in angle parking as opposed to traditional pull-in angle parking is preferable as back-in angle parking is safer. Parking should be designed in such a way that ingress and egress does not require crossing the centerline. Alternatively, parallel parking (with maybe a May 1st to October 1st restriction) could be considered.

Concern: Confusing Turning Movements

The geometry of this intersection and traffic flow create confusion among motorists and in particular among the unfamiliar drivers. This is a wide intersection and there is an overall lack of definition. Access control to the adjacent restaurant and store is absent and contributes to the confusion. Parked vehicles prevent motorists from seeing oncoming vehicles or block the view of traffic control devices such as the stop sign on Georgia Shore Road.

Paving project STP FPAV(1) is scheduled for 2017 and potentially presents opportunities for making improvements to address these issues. The project has, however, already been awarded and the fact that any changes would have to be done by change order is likely to be a preventive factor in making additional improvements through this project.

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Safety Enhancements:

Short to Mid Term (Group A)

Modify the “gas” sign and relocate it outside of the right-of-way so that it does not block the view of motorists.

On Georgia Shore Road, move the centerline to the south to better align the approach, control access by the Bay Pavilion by curbing with a green strip. Put the stop sign inside the island.



Short to Mid Term (Group B)

Implement an All-Way Stop

This option consists of installing new stop signs on the two VT 36 approaches to make this a three-way intersection. Access control is required to implement this option¹. Each stop sign must be installed inside an island.

To accomplish this, shifting the centerlines and providing access control as follows are suggested:

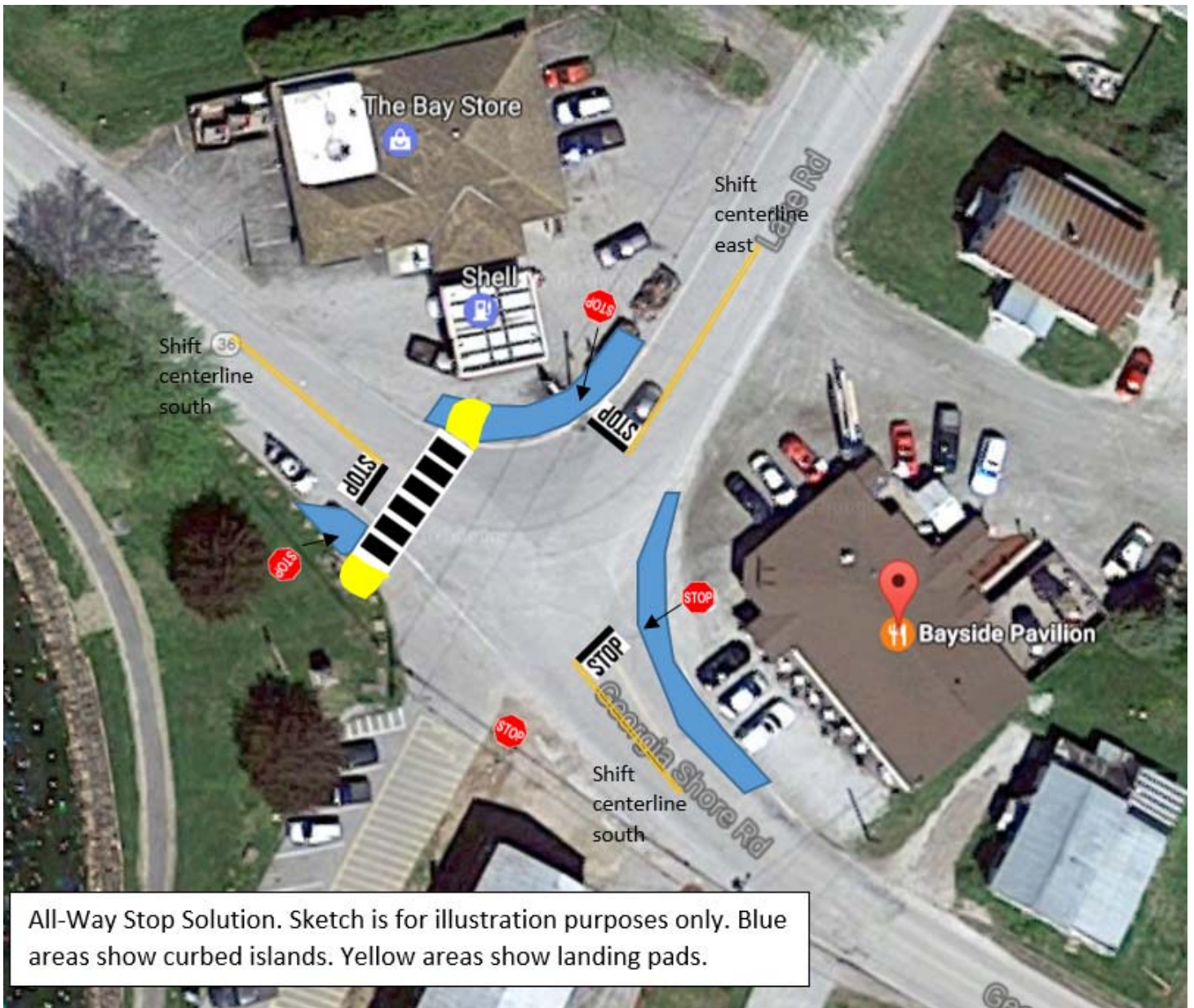
1. On Georgia Shore Road, move the centerline to the south to better align the approach, control access by the Bay Pavilion by curbing with a green strip.
2. On the VT 36 west approach, move the centerline away from the store.
3. On the VT 36 east approach (north side of the intersection), move the centerline to the left and control the access to the store by curbing.

This option also includes relocating the gas sign out of the right-of-way as mentioned in Group A.

¹ As per 12/27/16 email discussion with VTrans Amy Gamble (TSMO)

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Furthermore, with the intersection operating under all-way stop control, the VT 36 crosswalk will now be one or two car lengths behind what will be the new stop bar. The VT 36 crosswalk needs to be relocated to the intersection. This will, in turn, require some modifications to the pedestrian facilities and require creating a new landing pad on the Bay Store side. These changes could fit well with the new walkway that is proposed with the new Marina.

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On the other hand, the crosswalk that is being proposed by the Marina project at the Bayside Pavilion is behind the stopping point on the Georgia Shore Road approach. The location of this crosswalk is inappropriate.

Short to Mid Term (Group C)

Implement a Mini-Roundabout

At priory, this site is suitable for the installation of a mini-roundabout. Mini-roundabouts have a small inscribed diameter (50 to 80 ft), and a small circular central island (16 to 45 ft diameter). A key feature of mini-roundabouts is that the central island is traversable, which facilitates movements by trucks (further investigation is required to ensure that trucks can navigate the location). The advantages of a mini-roundabout over all-way stop control are the greater capacity and better traffic flow. The disadvantage of a mini-roundabout over all-way stop control is district winter maintenance with current staff and equipment.

There is a mini-roundabout in Manchester. Below are a picture of this mini-roundabout and another one that shows a side-by-side comparison between the Manchester intersection and the VT 36 intersection.

The mini-round about near the Bay Store would be slightly smaller than the one in Manchester but within the typical range of dimensions. The implementation cost for such a treatment would be between \$25,000 and \$50,000 (FHWA figures). The aim would be for this mini-roundabout to be all constructed within the existing right-of-way and intersection footprint.

Access controlled at the Bay Store and at the Bay Pavilion Restaurant would also be part of this alternative. At the Bay Store, access control would be on the west side of VT36 east, while at the Bay Pavilion Restaurant, it would be a modification of what was described previously (modified to fit the mini-roundabout design).

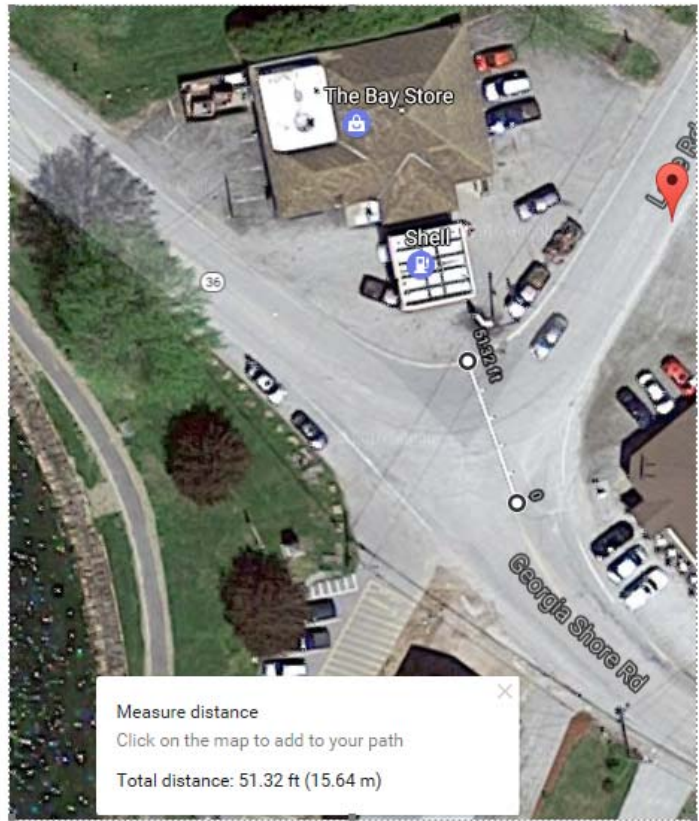
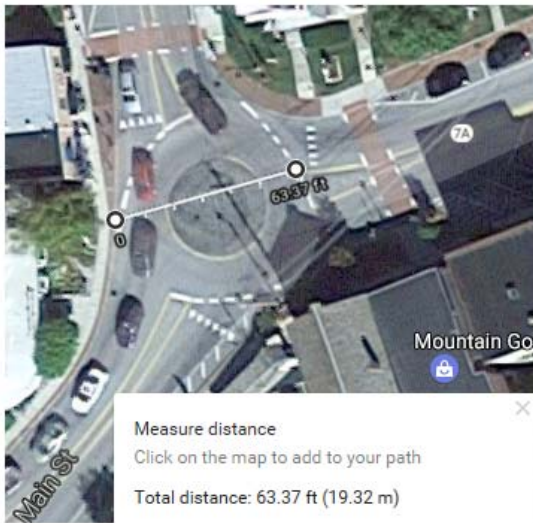
This option also includes relocating the gas sign out of the right-of-way as mentioned in group A. Note that the VT 36 crosswalk would most likely remain at its current location since crosswalks at mini-roundabouts are set back to eliminate conflicts with turning vehicles.

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Manchester Mini-Roundabout



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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.

Overall comments specific to these suggested enhancements are provided following the summary table.

Potential Safety Enhancements Summary Table

Safety Concern	Safety Enhancement	Potential Responsibility	Safety Payoff	Time Frame	Cost
Non-Breakaway Bollards at Crosswalk	Remove the existing bollards and replace them with flexible bollards	Town of St Albans		Short-	Low
Parking Issues	On the south side of VT 36, create off-street parking spaces off the shoulder from about the no parking end sign west up to the telephone pole. Consider back-in angle parking or parallel parking	Town of St Albans		Short-Mid	Mid
<p>Confusing Turning Movements & Traffic Flow</p> <p>Group A is to be done if it is decided not to change the traffic control at the intersection.</p> <p>Group B or Group C is to be done if it is decided to change the traffic control. See the report for detailed implementation requirements</p>	(Group A) Modify the “gas” sign and relocate it outside of the right-of-way so that it does not block the view of motorists	Bay Store	Mid	Short-Mid	Mid
	On Georgia Shore Road, move the centerline to the south to better align the approach, control access by the Bay Pavilion by curbing with a green strip. Put the stop sign inside the island	VTrans ² , Marina project, Town	Mid	Short-Mid	Low-Mid
	(Group B) Implement an All-Way Stop . Access control is required as is relocating the gas sign and the VT 36 crosswalk (each stop sign must be installed inside an island)	VTrans, Marina project, Bay Store, Town	High	Short-Mid	Low-Mid
	(Group C) Implement a Mini-Roundabout . Access control is required as is relocating the gas sign	VTrans, Marina project, Bay Store, Town	Highest	Short-Mid	Mid (\$25,000 - \$50,000)

² Project STP FPAV(1) has already been awarded. Improvements would have to be by change order. An alternative way of constructing improvements should be sought.

General Comments Regarding Various Options

From Jim Cota, District 8 (assembled from Jan 5 & 6 2016 emails).

1. The District does not support any on street parking on State Highways. Street parallel parking does happen but not without a Memorandum of Understanding (MOU) with the main condition being the State plow truck will lift the wing and only plow the main travel lanes through this area. Angle parking has not been allowed on State Highways.

On street parallel parking on State highways has been approved in several other Towns if constructed to VTrans standards. It is always a good idea for the Town and State to agree who does what in a written MOU in the final plan phase. It seems folks do not follow the seasonal no parking signs very well from my experience.

This trend of Towns expecting the State to plow and maintain downtown growth areas is a burden. One change that adds say 10 minutes to a plow route does not seem like a big deal. However, several impacts in our 34 Towns to plow route time frames in a 3" per hour snow storm can be costly with added pack ice, added material usage etc.

2. The District has no way to maintain this small roundabout on a State highway without added personnel and specialized equipment. Even if the Town wanted to take over VT 36 as a Class 1 Town Highway the mini-roundabout would not work as a turnaround spot. We would probably need to turn around at the next Town road intersection?
3. The District does not encourage 4 way stops but this appears to be the best option. We are very much supportive of helping the Town of St. Albans find a solution to this pedestrian safety and traffic calming topic.

From Amy Gamble, TSMO, (assembled from Dec 23, 27 & 29 2016 emails and comments

1. I do not think there is anything that prohibits angle parking on state highways, though it is certainly more common in Class 1. I agree that back-in angle parking is far preferable from a safety perspective. Parking should be designed in such a way that ingress and egress does not require crossing the centerline. Much existing pull-in angle parking requires backing across the centerline to exit. Wide adjacent travel lanes are required to avoid this. It is also good to have extra lane width to accommodate "shy distance" (cars not wanting to be too close to parked vehicles, in order to avoid collisions with vehicles backing out blind because of occlusion by adjacent parked vehicles).
2. One issue with the all-way stop is putting the stop signs in that sea of pavement. Access management would go a long way to reducing the confusion at this intersection. I am fine with the AWSC, as warranted by safety concerns rather than volumes. In that case, the new VT 36 crosswalk should be relocated to the intersection proper, rather than one or two car lengths behind what will be the new stop bar. This would require some modifications to the pedestrian facilities and creating a landing pad on the gas station side.

From Jon Kaplan, MAB, January 3 2016 email

1. On the day of the site visit, I do not recall hearing any pedestrian safety concerns. The crosswalk installed by the Town appeared to be working well. Of course, better delineation, less confusion, and access management as recommended by the RSA should increase safety for everyone.

From Erin Lewis, Traffic Design, December 30 2016 comments

1. With the Marina construction, additional trucks/trailers/boats will be added to traffic volumes. Truck turning movements need to be looked at in relation to a mini-roundabout to understand how it would operate.

From Ned Connell, Town of St Albans, January 30, 2017

1. Paving project STP FPAV(1) scheduled for 2017 must not be implemented in a manner that might adversely impact or prevent the future implementation of either the intersection re-alignment of the VT Route 36 / Georgia Shore Road into an all-way stop controlled intersection or reconstruction of the VT Route 36 / Georgia Shore Road intersection into a mini-roundabout. I assume that Paving project STP FPAV(1) is a simple and straightforward mill followed by a full width repaving that will not expand or change the present pavement surface area at the intersection along with the surrounding roads. Is this assumption true?

COLLISION DIAGRAM

Key Number = _____

MUNICIPALITY: <u>St Albans Town</u>	COUNTY: _____	FILE: <u>sav36</u>
INTERSECTION: _____		CASE #: _____
PERIOD: <u>6</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2010</u> TO <u>12/31/2015</u>	BY: _____ DATE: <u>9/2/2016</u>



SYMBOLS		MANNER OF COLLISION	
→	MOVING VEHICLE	→←	REAR END
↘	TURNING VEHICLE	↙↘	LEFT TURN
↔	BACKING VEHICLE	↘↙	LEFT TURN
▭	PARKED VEHICLE	→→	OVERTAKE
999	RECORD NUMBER	~	OUT OF CONTROL
P	PEDESTRIAN	↔↔	RIGHT ANGLE
B	BICYCLIST	↔↔	SIDE SWIPE
A	ANIMAL	↔↔	HEAD ON
□	FIXED OBJECT	↔↔	RIGHT TURN
■	Fatal	↔↔	RIGHT TURN

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
1	VT 36	0.65	6/24/2012	00:00	Clear	0	0	Rear End	<p>On June 24, 2012 at approximately 1536 hours. A two-vehicle crash in the southern parking lot of Bay Park located at 596 Lake Street in the town of St. Albans. The crash occurred in the parking lot of Bay Park. Vehicle 1 was backing out of a parking space at the time. The weather was clear at the time of the crash. The parking lot is gravel. The Parking lot is level.</p> <p>STATEMENTS: Operator number 1 advised she was backing out of a north facing parking space. She said that she did not see vehicle 2 and backed into it. Operator number 2 stated that he was walking back to his vehicle when he observed vehicle 1 backing out of its parking space.</p>

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
2	VT 36	0.65	6/28/2012	18:50	Clear	0	0	Other - Explain in Narrative	This two vehicle crash occurred in the southern parking lot at 596 Lake Road in the Town of St. Albans. The crash occurred in a parking lot when traveling west. The highway at the scene curves to the right. The traveled portion of the highway is gravel construction and of less than average width. The weather at the time of the crash was clear and the road surface was dry. Operator #2 advised she had been pulling into the southern parking lot at 596 Lake Road. She said she was stopped behind vehicle #1 in the entrance to the parking lot. She said vehicle #1 started backing up and slammed into the front of her vehicle. She said vehicle #1 pulled forward and then backed up into her again pushing her vehicle back a couple feet. Investigation revealed that prior to the crash both vehicles had been stopped in the entrance to the parking lot at 596 Lake Road. Vehicle #1 backed into vehicle #2 twice. The officer concluded that the primary cause of the crash was intoxication and inattention by operator #1.

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

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
3	VT 36	0.76	1/1/2013	01:25	Cloudy	0	0	Single Vehicle Crash	This one vehicle vs. utility pole crash occurred on Maquam Shore Road in the Town of St. Albans. The crash occurred at a T type intersection when traveling north. The highway at the scene curves to the right and is level. The weather at the time of the crash was cloudy and the road surface was ice and snow covered. Op 1 advised he had been turning right and accelerating onto Maquam Shore Rd. from Lake Rd. when his vehicle skidded to the left. He attempted to steer out of the skid but slid on the slush covered road, crossed over the northbound travel lane and struck a utility pole situated just off the road surface. Investigation revealed that prior to the crash vehicle #1 was traveling west. Upon impact vehicle #1 came to an immediate point of final rest facing Northeast, off the traveled portion of the highway. The point of impact was found to be just off the east side of the northbound travel lane. This was determined by tire tracks in the slush, damage to the utility pole and the statement from operator #1. The officer concluded that the primary cause of the crash was operator #1 over accelerating on slippery roads causing his vehicle to enter a skid that he was unable to recover from causing him to a utility pole.

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
4	VT 36	0.76	7/7/2014	10:16	Unknown	0	0	Other - Explain in Narrative	This two vehicle crash reportedly occurred on July 6, 2014 between the times of 1100 and 1600 in the parking lot of the Saint Albans Bay Park. Op2 provided a statement in which he stated that he was parked in the Bay Park Parking lot between 1100 and 1600 and when he came back to his vehicle he realized that his vehicle was damaged.
5	VT 36	0.87	4/21/2012	17:43	Rain	0	0	Right Turn and Thru, Broadside ^<--	Near Bayside Pavilion. The crash occurred at a T type intersection when traveling west. The weather at the time of the crash was raining and the road surface was wet and slippery. OP 1 advised he was traveling south on Lake Road and turning right in a western direction at the T type intersection when he noticed that there were pedestrians on the shoulder of Lake Road inside the radius of the turn which caused him to cross the center line and collide with vehicle #2. Operator #2 advised that he was traveling east on Lake Road and noticed Vehicle #2 coming in his direction and that is when he applied his brakes and collided with Vehicle #1 in his lane of traffic. Investigation revealed that prior to the crash Vehicle #1 was traveling west with Vehicle #2 traveling east.

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

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
6	VT 36	0.88	11/13/2013	10:26	Clear	2	0	Left Turn and Thru, Angle Broadside -->v--	This 2 (two) vehicle crash occurred on 11-13-13 at approximately 1026 hours. Away from any intersections when traveling west. The scene of the crash was in the westbound lane of Lake Road (VT Route 36), at the entrance to St. Albans Town Post Office, approximately 80 feet east of Cherry Street. Traffic at the time of the crash was medium. The weather was clear and the roadway was dry. Visibility (bright sun) may have been an issue for Operator #1. Op 1 was making his daily trip to the St. Albans Town Post Office. He had slowed down to approximately 5 mph and was preparing to make a left turn into the post office entrance. Said he thought he would be able to make the turn safely before the car reached him, but he didn't make it. Advised that the sun was bright and he hesitated. Op 2 was traveling west from St. Albans City to the Montagne Farm on Maquam Shore Road. When he rounded the corner and came into view of the St. Albans Post Office, he saw a green car traveling towards him in the eastbound lane, preparing to turn left into the post office parking lot. Said the left turn signal was activated. The driver hesitated and turned the wheel to go into the parking lot. Then the driver let off turning and the turn signal stopped. Advised the driver then just pulled right into the parking lot like he was trying to beat him to the entrance, before op 2 got there.

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