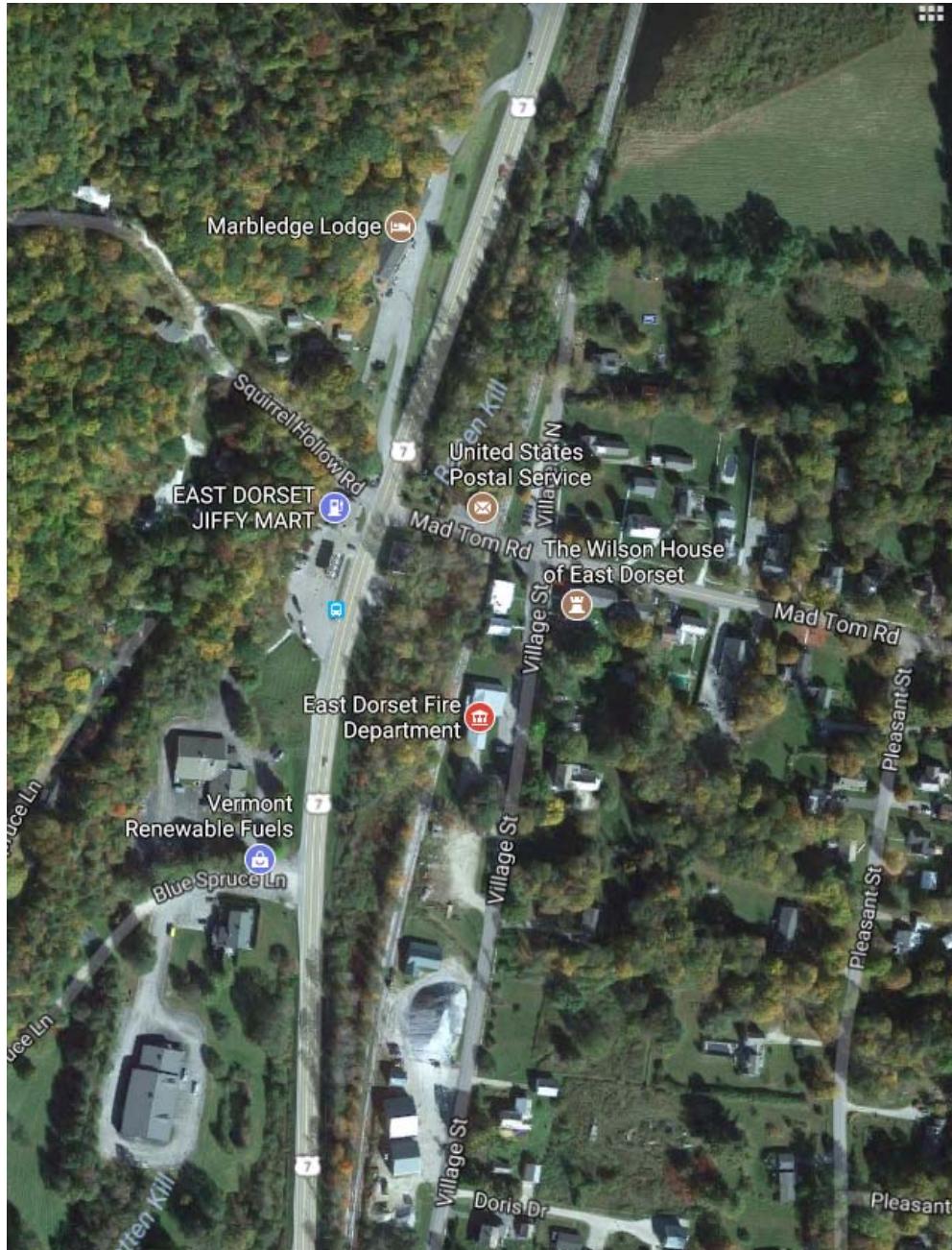


Office of Highway Safety

Road Safety Audit Review

Town:	Dorset	Date Reviewed:	August 9, 2017
Route:	US 7 and Mad Tom Road	Mile points:	1.9 to 2.3, Int @ 2.10

Location Map



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Road Safety Audit Review

RSAR Process

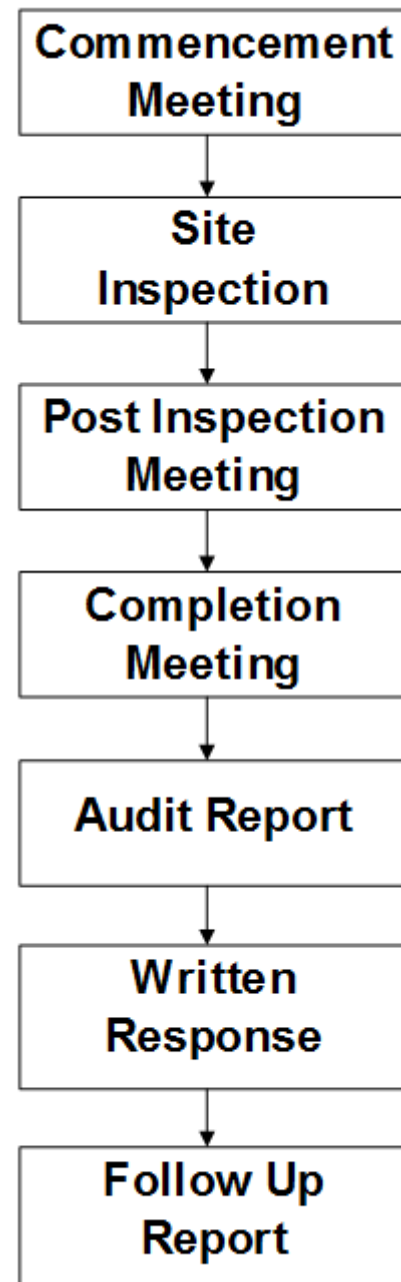
A Road Safety Audit Review (RSAR) is a formal examination of an existing road in which an independent, multi-discipline team (the Audit Team) reports on potential safety issues.

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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Road Safety Audit Review

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 intersection of US 7 and Mad Tom Road and its approaches. The study area is between mile points 1.9 and 2.3. Mad Tom Road is located at mile point 2.10.

Purpose of the RSAR

This RSAR was conducted at the request of the Town of Dorset to document safety concerns at the intersection of US 7 and Mad Tom Road, and to propose countermeasures “for making everything as safe as it can be”.

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:

Sommer Bucossi,	PPAID, VTrans
Rob Faley,	District 1, VTrans
Theresa Gilman,	Permitting Services, VTrans
Bill Jenkins,	GHSP, VTrans
Jon Kaplan,	Bike/Ped, VTrans
Joe Kelly,	TSMO, VTrans
Justin LaPerle,	OHS, VTrans
Chris Taft	District 1, VTrans
Thomas Mozzer,	VSP, Shaftsbury Barracks

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Rob Gaiotti, Town of Dorset
Richard Farley, Woods and Signs shop
Mark Anders, BCRC

Information Reviewed

Geometry

This section of US 7 has one 12-foot lane in each direction and 4.5-foot shoulders.

The East Dorset General Store, composed of the Jiffy Mart and gas pumps, is located on the southwest corner of the intersection. Access management at the general store has evolved over the last two decades. Access management is currently provided by a raised island. The next series of pictures show how access management has changed over the years.

2004, No Access
Management



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2005- 2011,
Painted Island
and raised island
in front of store



~2012- end
2014, Painted
Island with
delineators and
raised island in
front of store



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Road Safety Audit Review

End 2014, raised island in front of gas pumps and raised island in front of store



Speed Limit

The posted speed limit on US 7 is 40 mph. The posted speed limit on Mad Tom Road is 25 mph.

A Traffic Speed Study on US 7 was conducted on January 31, 2017 at different points within the 40 mph zone.

At mile marker 1.90 (1056 feet south of Mad Tom Road), the 85th percentile speed in both directions was 47 mph. The results of this study also showed that the 10-mph pace, which is defined as the range of speeds that encompasses the highest proportion of vehicles, was between 38 mph and 47 mph with 76% of all vehicles.

At mile maker 2.25 (792 feet north of Mad Tom Road), the 85th percentile speed in both directions was 50 mph and the 10-mph pace was 39 mph and 48 mph with 75% of all vehicles.

The Town has recently been contracting with the Bennington County Sheriff's Department for forty hours of enforcement per week throughout the Town of Dorset. The Town previously contracted with the VSP for a coverage of twenty hours per week.

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Traffic Volumes

The 2014 Average Annual Daily Traffic on US 7 was 4800 vehicles per day.

Existing Signage

There is an unmarked pedestrian zone on US 7 that is delineated with advance pedestrian signs in both directions at mile points 1.867 (NB) and 2.175 (SB).

In both directions, motorists are warned of the presence of the Mad Tom Road and Squirrel Hollow Road intersection with advance intersection warning signs at mile point 1.954 (NB) and at mile point 2.219 (SB).

In the southbound direction, there is a 40 mph speed limit sign at mile point 2.265 and another one at mile point 2.000, just south of Squirrel Hollow Road. In the northbound direction, there is a 40 mph speed limit sign at mile point 1.72.

There is a no parking zone on both sides of the road from mile point 2.054 to mile point 2.015 on the east side and to mile point 2.011 on the west side. These zones are indicated with no parking signs at the beginning and at the end of each zone. On the east side of US 7, there is also an additional sign midway into the zone at mile point 2.094.

Pavement Condition

The pavement surface on US 7 is rated as good with the year of last work being 2011 (VTransparency, September 1, 2017).

Past Projects and Actions

In October 2003, the firm Engineered Solutions produced a report with recommendations that addressed safety concerns related to pedestrian crossing, vehicle speed and sightlines from Mad Tom Road. The final recommendations included a bulb out in front of the store, a sidewalk along Mad Tom Road that would wrap around in front of the Sign Shop, a crosswalk and a neck down along the centerline.

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The area of store and of the intersection of Mad Tom Road and US 7 was reviewed by VTrans in 2004 as part of the Highway Safety Improvement Program. The principal recommendation was to improve access management in front of the store and the gas pumps by reducing the width of the opening at the store using islands. As a result, in September 2005, the district constructed a raised island directly in front of the store and painted an island in front of the gas pumps.

The Traffic Committee approved the establishment of a no parking zone on both sides of the road in 2005 between mile points 2.054 and 2.121.

Project NH SURF(24), which was completed in 2011, was for the resurfacing of US 7.

Project STPG SIGN(32) was completed in November 2011 and was for the replacement of traffic signs on US 7.

Sometime in 2011 or 2012, delineators were installed to mark the shape of the painted island in front of the gas pumps.

A raised concrete island was constructed in front of the gas pumps by the end of 2014 following the issuance of a permit in September 2014 by VTrans to the new owners of the Jiffy Mart.

In 2016, the Traffic Committee approved the Town's request to extend the no-parking zone to the north on US 7 in order to improve visibility for traffic coming out of Mad Tom Road.

Work order 16-167, for extending the no-parking zone on US-7 NB to a point north of the utility pull-off as per the action of the Traffic Committee, was completed on October 3, 2016.

April 18, 2017, the Town Manager reported to the Dorset Select Board that the Sheriff had focused heavily on this area and he felt that the speed control was having a positive effect on slowing down traffic in all of Dorset.

May 23, 2017, the Town Manager reported to the Dorset Select Board that VTrans had approved the radar speed feedback sign for the northbound lane of US 7 coming into the Village and that the sign had been ordered. The sign was installed on August 8, 2017.

In June 2017, the Traffic Committee denied the Town's request to lower the 40 mph speed limit zone in the East Dorset village to 35 mph.

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Future Projects

The Town of Dorset is planning to install a radar speed feedback sign on US 7 in the southbound direction in 2018.

Crash History

There is a sub-section of US 7 within the 40 mph zone that is considered a high crash location based on the Formal High Crash Location Report from 2012-2016. This section is included between mile points 1.842 and 2.142 and comprises the Mad Tom Road intersection. However, by itself, the Mad Tom Road intersection is not a high crash intersection.

There have been at least two fatalities in this area over the years. In 1991, a child was killed by a UPS truck while crossing US 7 trying to reach the general store. In 2002, a crash killed one person and injured four others.

A review of the 2011 to 2016 crash data in the functional area of the intersection with Mad Tom Road shows that eleven crashes took place during this six-year span, with three of these eleven crashes being non-reportable and for which no information is available.

Of the eight remaining crashes, the vast majority took place at the store.

The primary crash pattern at the store involved a vehicle that was coming out of the store parking lot with the intention of making a left turn onto US 7 northbound and which collided with a southbound vehicle. In all cases, it appears that the driver at the store did not see the southbound vehicle. In one instance, the operator mentioned having a hard time seeing over the snow banks that were at the edge of the parking lot. Two-thirds of these crashes happened when the island in front of the store was only delineated with paint while the other third took place when the island was delineated with delineators. There have been no crashes of this type since the installation of the raised island.

A second crash pattern at the store were rear-end crashes with one operator waiting to turn left into the parking lot and being rear-ended by a northbound vehicle.

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Only one crash during the 2011 to 2016 period was known to be specifically related to the Mad Tom Road intersection. This was a rear-end crash, in the northbound direction, in which the person waiting to make a left turn onto Squirrel Hollow got hit from behind by a northbound vehicle.

Crash narratives are provided at the end of this report along with the 2011-2016 collision diagrams.

Current Local Concerns

The Town of Dorset reported the following issues:

The area lacks any visual cues to let drivers know they are entering a village area. This area serves as the connection of Mad Tom Road, Lower Squirrel Hollow Road, the Jiffy Mart parking lot, the wood sign maker parking lot, and motel driveway. All these entrances on US 7 are within a 400-foot span. In addition, there is consistent pedestrian activity from East Dorset Village to the store and motel.

Many vehicles, including trucks, access the side roads and business locations in this area. This is mixed with thru traffic coming off "Super" US 7 from the south or speeding up to get to "Super" US 7 from the north.

Signs have been added over the years and medians placed in front of the store, but unfortunately, the problem still persists.

The speed limit is 40mph, but most vehicles exceed it. When a vehicle is stopped with a directional signal on waiting to make a turn, it makes them very vulnerable. There was a crash in 2016 in which the driver was stopped to turn left onto Squirrel Hollow Road and was rear ended by a contractor who was speeding through the area. Speed was a factor because the contractor simply could not get the truck to a stop in time.

Pulling out onto US 7 from these locations can be treacherous given the carrying speed of the through traffic. Line of sight from some of the intersecting roads compounds this problem.

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The Bennington County Regional Commission reiterated the following issues (originally identified in Active Transportation Project Guide, Updated February 2013)

Vehicles exiting Mad Tom Road have poor corner sight distance because of a steep grade at the intersection approach.

The limited access portion of US 7 ends just below the village, and there are few visual cues to slow drivers down. Travel lanes and shoulder widths are the same as the limited access highway just to the south.

US 7 is a dangerous barrier for East Dorset residents trying to reach the general store on-foot. There are no sidewalks or any other pedestrian safety features other than advance signs in each direction.

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: Lack of Pedestrian Connections To Go From Mad Tom Road To The General Store

There is an apparent demand for a pedestrian crossing between Mad Tom Road and the general store. The Jiffy Mart is a pedestrian destination. The audit team counted 10 to 12 crossings in less than an hour while observing the intersection. The team observed most pedestrians coming from Mad Tom Road and crossing at the intersection to the Jiffy Mart. At some times, traffic was heavy and gaps were more difficult to find.

Safety Enhancements:

Short-to-Mid Term

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Conduct a pedestrian facility study. A marked crossing at this location with rectangular rapid flashing beacons is a strong possibility given the demand that was observed during the audit. However, the crosswalk must connect to something and a sidewalk along Mad Tom Road would need to be constructed to connect to other sidewalks in the village area and to provide a clear, dedicated pedestrian connection to Route 7. The next round of VTrans bike/ped grants will be in July 2018. The Town is encouraged to apply.

Concern: Some Motorists Do Not Seem Aware That They Are Entering A Village Area

The 55 mph section of US 7 ends about half a mile south but the roadway typical with large shoulders continues through the village area. Geometric cues are lacking to inform motorists that they are entering a village area with some pedestrian activity and that they should be reducing their speed.

Safety Enhancements:

Ongoing

Continue to contract with the sheriff department to provide speed enforcement in this area.

Short Term

Review the location of the northbound advance pedestrian sign as it is too far south from where the pedestrian activity is.

Make the advance pedestrian signs in both directions more conspicuous by potentially increasing their size, changing the "ahead" plaque with a "Next X feet" plaque and by installing a retroreflective strip on their posts.

Short-to-Mid Term

Install a radar speed feedback sign in the southbound direction.

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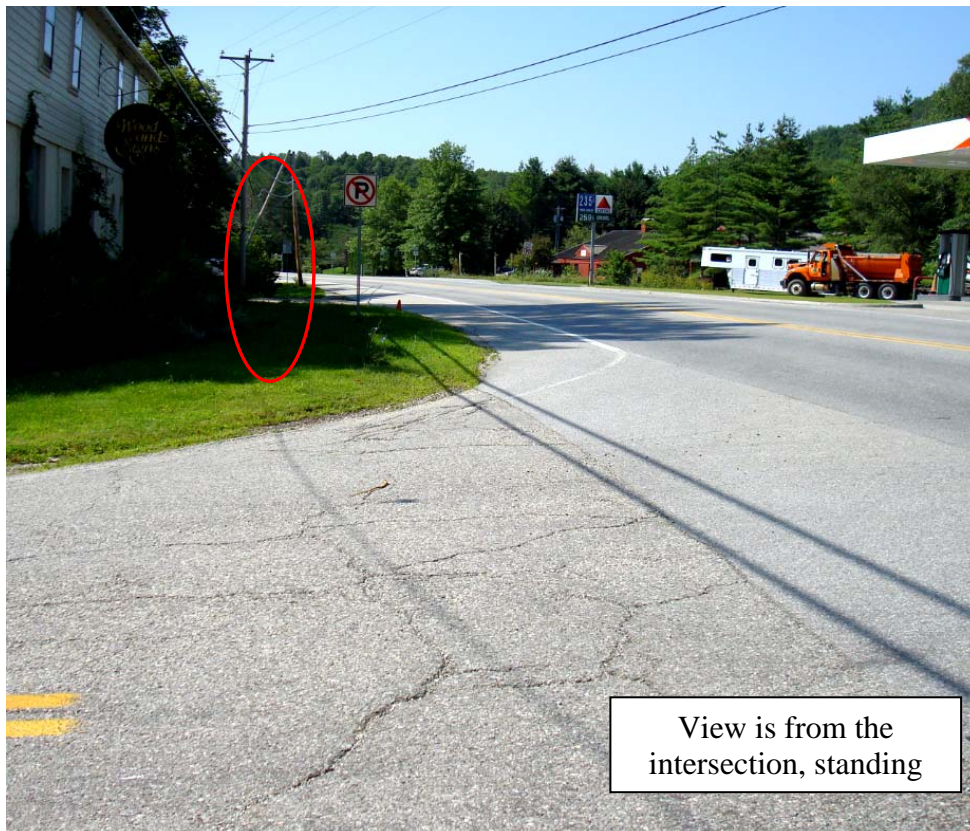
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Long Term

Modify the roadway typical on US 7 in the 40 mph zone by narrowing the shoulders to three feet wide (or to four feet if there is a need to accommodate bicyclists) by removing pavement and maintaining eleven-foot travel lanes.

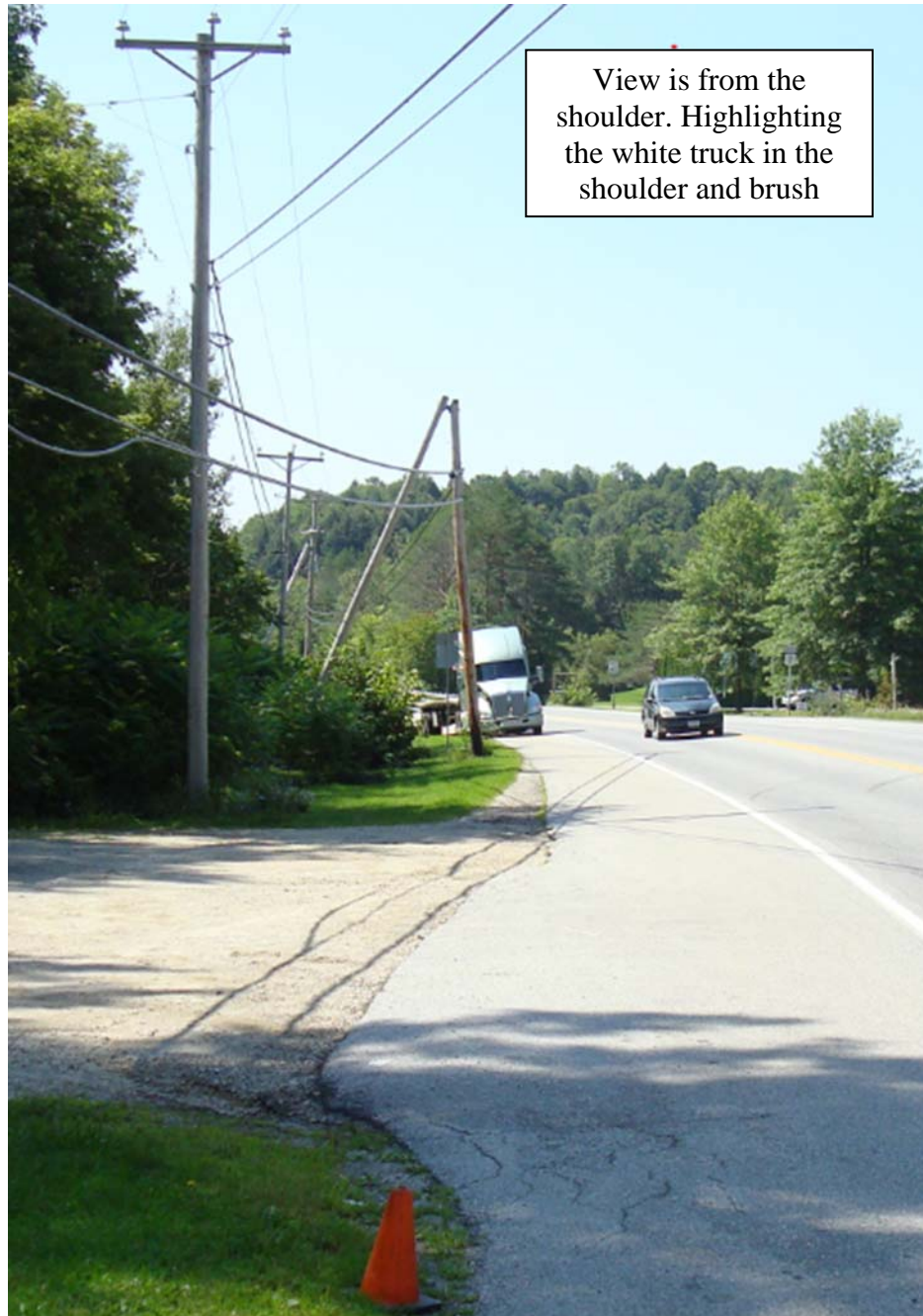
Concern: Limited Corner Sight Distance To The Left On US 7 From Mad Tom Road

A pedestrian who looks to the left on Mad Tom Road does not see fully oncoming northbound vehicles, due to brush in the inside of the curve and due to large vehicles that are parked occasionally beyond the no parking zone.



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Safety Enhancements:

Immediate-to-Short Term

Cut brush on the inside of the curve on the east side of US 7.

Short-to-Mid Term

Consider extending the No Parking Zone on the east side of US 7 to the south.

Install a stop bar on Mad Tom Road, four feet from the edge of pavement (It would be good practice to install a stop bar on Lower Squirrel Hollow Road as well).

Long Term

Elevate Mad Tom Road to improve the visibility that motorists on US 7 have of cars and pedestrians on Mad Tom Road (BCRC or the Town should initiate the conduct of a scoping study to understand what geometric changes would be possible and determine how much they would cost).

Expand and redesign the Jiffy Mart property to be able to accommodate large trucks.

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.

Potential Safety Enhancements Summary Table

Safety Concern	Safety Enhancement	Potential Responsibility	Safety Payoff	Time Frame	Cost
Lack of Pedestrian Connections to Go from Mad Tom Road to the General Store	Conduct a pedestrian facility study (for sidewalks along Mad Tom Road and a crosswalk). Apply for a VTrans grant (next round is July 2018)	Town with help from BCRC		Short-Mid	Low (Grant Application), Mid (Study, \$25,000)
Some Motorists Do Not Seem Aware That They Are Entering A Village Area	Continue to contract with the sheriff department to provide speed enforcement	Town		Ongoing	Mid
	Review the location of the northbound advance pedestrian sign	VTrans (TSMO)		Short	Low
	Make the advance pedestrian signs in both directions more conspicuous by potentially increasing their size, changing the "ahead" plaque with a "Next X feet" plaque and by installing a retroreflective strip on their posts	VTrans (TSMO)		Short	Low
	Install a radar speed feedback sign in the southbound direction	Town		Short-Mid	Low (\$7,000)
	Modify the roadway typical on US 7 in the 40 mph zone by narrowing the shoulders to three feet wide (or to four feet if there is a need to accommodate bicyclists) by removing pavement and maintaining eleven-foot travel lanes	VTrans		Long	Mid-High
Limited Corner Sight Distance to the Left on US 7 from Mad Tom Road	Cut brush on the inside of the curve on the east side of US 7	VTrans (District 1)		Short-Mid	Low
	Consider requesting to the VT Traffic Committee an extension of the No Parking Zone on the east side of US 7 to the south	Town		Shor-Mid	Low

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(continued) Limited Corner Sight Distance to the Left on US 7 from Mad Tom Road	Install a stop bar on Mad Tom Road, four feet from the edge of pavement	Town		Short-Mid	Low
	Elevate Mad Tom Road to improve the visibility that motorists on US 7 have of cars and pedestrians on Mad Tom Road (BRC or the Town should initiate the conduct of a scoping study to understand what geometric changes would be possible and determine how much they would cost)	BCRC /Town (Scoping) Town (Construction)		Mid (Scoping) Long (Construction)	Mid (Scoping) High (Construction)
	Expand and redesign the Jiffy Mart property to be able to accommodate large trucks	Property Owner		Long	High

COLLISION DIAGRAM

Key Number = _____

MUNICIPALITY: <u>Dorset</u> COUNTY: _____	FILE: <u>DorsetUS7MadTom</u>
INTERSECTION: <u>US-7/Mad Tom Road</u>	CASE #: _____
PERIOD: <u>6</u> YEARS <u>0</u> MONTHS FROM <u>1/1/2011</u> TO <u>12/31/2016</u>	BY: _____ DATE: <u>7/26/2017</u>



6 7 9

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	↔ ↔	HEAD ON
B	BICYCLIST	↘ ↘	RIGHT TURN
A	ANIMAL	↘ ↘	RIGHT TURN
▭	FIXED OBJECT	↘ ↘	RIGHT TURN
■	Fatal	↘ ↘	RIGHT ANGLE
		↘ ↘	SIDE SWIPE

COLLISION DIAGRAM

Key Number = 20

MUNICIPALITY: <u>Dorset</u>	COUNTY: _____	FILE: <u>DorsetUS7MadTom</u>
INTERSECTION: <u>US-7</u>		CASE #: _____
PERIOD: <u>6</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2011</u> TO <u>12/31/2016</u>	BY: _____ DATE: <u>7/31/2017</u>



13 14

SYMBOLS		MANNER OF COLLISION	
MOVING VEHICLE	P PEDESTRIAN	REAR END	HEAD ON
TURNING VEHICLE	B BICYCLIST	LEFT TURN	RIGHT TURN
BACKING VEHICLE	A ANIMAL	LEFT TURN	RIGHT TURN
PARKED VEHICLE	FIXED OBJECT	OVERTAKE	RIGHT ANGLE
RECORD NUMBER	Fatal	OUT OF CONTROL	SIDE SWIPE

Crash Number	Route	Crash Number	Mile Marker	Crash Date	Time	Weather	Contributing Circumstances	Direction Of Collision	Number of Injuries	Number of Fatalities
12	US-7	13C303701	1.93	12/12/2013	10:32 AM	Clear	No improper driving	Single Vehicle Crash	0	0
13	US-7	13C303897	1.95	12/29/2013	5:58 PM	[No Weather]		[No Direction of Collision]	0	0
14	US-7	17B300829	2.00	3/15/2017	10:05 AM	[No Weather]		[No Direction of Collision]	0	0
15	US-7	14C300067	2.03	1/5/2014	9:08 AM	Clear	Driving too fast for conditions	Single Vehicle Crash	0	0
1	US-7	11C302983	2.08	12/19/2011	5:21 PM	Cloudy	Failed to yield right of way- No improper driving	No Turns- Thru moves only- Broadside ^<	2	0
2	US-7	12C300676	2.10	3/11/2012	4:45 PM	Clear	Failure to keep in proper lane	Single Vehicle Crash	0	0
3	US-7	12C301032	2.10	4/16/2012	7:31 AM	Clear	Followed too closely- No improper driving	Rear End	0	0
4	US-7	12C302170	2.10	7/23/2012	12:26 PM	Clear	Failed to yield right of way- Made an improper turn	Left Turn and Thru- Head On ^v--	1	0
5	US-7	13C300023	2.10	1/2/2013	5:50 PM	Clear	Followed too closely- No improper driving	Rear End	0	0
6	US-7	13C303066	2.10	10/18/2013	12:54 PM	[No Weather]		[No Direction of Collision]	0	0
7	US-7	13C303495	2.10	11/22/2013	10:17 AM	[No Weather]		[No Direction of Collision]	0	0

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Crash Number	Route	Crash Number	Mile Marker	Crash Date	Time	Weather	Contributing Circumstances	Direction Of Collision	Number of Injuries	Number of Fatalities
8	US-7	14C304153	2.10	12/18/2014	5:12 AM	Snow	Driving too fast for conditions	Other - Explain in Narrative	0	0
9	US-7	15C300344	2.10	2/3/2015	8:54 AM	[No Weather]		[No Direction of Collision]	0	0
11	US-7	16C302730	2.10	8/8/2016	12:32 PM	Clear	Failed to yield right of way- Other Outside Vehicle	Rear End	0	0
10	US-7	11C300306	2.11	2/8/2011	8:21 PM	Clear	Visibility obstructed- Failed to yield right of way- No improper driving	Left Turns- Opposite Directions- Head On/Angle Crash -- ^v--	0	0

Crash Number	Route	Crash Number	Mile Marker	Crash Date	Time	Weather	Contributing Circumstances	Direction Of Collision	Number of Injuries	Number of Fatalities
12	US-7	13C303701	1.93	12/12/2013	10:32 AM	Clear	No improper driving	Single Vehicle Crash	0	0
13	US-7	13C303897	1.95	12/29/2013	5:58 PM	[No Weather]		[No Direction of Collision]	0	0
14	US-7	17B300829	2.00	3/15/2017	10:05 AM	[No Weather]		[No Direction of Collision]	0	0
15	US-7	14C300067	2.03	1/5/2014	9:08 AM	Clear	Driving too fast for conditions	Single Vehicle Crash	0	0

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1	US-7	11C302983	2.08	12/19/2011	5:21 PM	Cloudy	Failed to yield right of way- No improper driving	No Turns- Thru moves only- Broadside ^<	2	0
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3	US-7	12C301032	2.10	4/16/2012	7:31 AM	Clear	Followed too closely- No improper driving	Rear End	0	0
4	US-7	12C302170	2.10	7/23/2012	12:26 PM	Clear	Failed to yield right of way- Made an improper turn	Left Turn and Thru- Head On ^v--	1	0
5	US-7	13C300023	2.10	1/2/2013	5:50 PM	Clear	Followed too closely- No improper driving	Rear End	0	0
6	US-7	13C303066	2.10	10/18/2013	12:54 PM	[No Weather]		[No Direction of Collision]	0	0
7	US-7	13C303495	2.10	11/22/2013	10:17 AM	[No Weather]		[No Direction of Collision]	0	0
8	US-7	14C304153	2.10	12/18/2014	5:12 AM	Snow	Driving too fast for conditions	Other - Explain in Narrative	0	0
9	US-7	15C300344	2.10	2/3/2015	8:54 AM	[No Weather]		[No Direction of Collision]	0	0
11	US-7	16C302730	2.10	8/8/2016	12:32 PM	Clear	Failed to yield right of way- Other Outside Vehicle	Rear End	0	0
10	US-7	11C300306	2.11	2/8/2011	8:21 PM	Clear	Visibility obstructed- Failed to yield right of way- No improper driving	Left Turns- Opposite Directions- Head On/Angle Crash -- ^v--	0	0

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11C302983

12/19/2011 17:21

1

Two-car crash in front of the East Dorset General Store. Veh #1 was facing southeast in the center of the southbound lane at uncontrolled rest. Vehicle #2 was located facing south in the center of the southbound lane at uncontrolled rest. This section of US Route 7 is paved, straight and level with a posted 40 mph speed zone. The weather was cloudy, the road surface was dry. Op#1 advised she was attempting to pull out of the East Dorset General Store's parking lot. Op#1 advised she was stopped on the western edge of US route 7 waiting to turn left and travel north. Op#1 advised a vehicle traveling north on Route 7 stopped and motioned for her to pull out. Op#1 advised she did not notice Veh#2 traveling south on route 7. Op#1 advised as she pulled out into the southbound lane and collided head-on with Veh#2. Op#1 advised she was not injured. Op#2 advised he was traveling south on US Route 7 at approximately 40 mph. Op#2 advised as he approached the entrance to the East Dorset General Store, Veh#1 pulled out in front of him. Op#2 advised he hit his brakes and swerved to the left to avoid the crash with Veh#1 but he was unable to do so. Op#2 advised he collided head-on with Veh#1. Op#2 advised he suffered minor bruising as a result of the crash. Passenger in Veh # reiterated Op#2's statement. Officer concluded that Op #2 was traveling south on US route 7 at approximately 40 mph, in the town of Dorset, approaching the entrance to the East Dorset General Store. At the same time, Veh#1 was stopped on the western edge of US Route 7, waiting to pull out of the East Dorset General Store Parking lot and onto US route 7. Veh #1 failed to notice Veh #2 traveling south. Veh #1 pulled out in front of Veh#2, causing a head-on collision in the center of the southbound lane of US route 7. Veh#2 sustained extensive damage to the front end and right corner panel. Veh #1 sustained moderate damage to the front end and left front corner panel as a result of the crash. Op#1 is at fault in this crash for failure to yield while entering into traffic.

12C300676

03/11/2012 16:45

2

Single vehicle crash. US RT 7 where the crash occurred is a paved roadway that travels in a north-south direction. This section of roadway is straight and level for several hundred yards in both directions of the crash. This section of US RT 7 has a posted speed limit of 40 mph. At the time of the crash, of the roadway was dry and clear. Op #1 advised he was traveling south on US RT 7 at approximately 40 mph, when he drifted off the westbound of the roadway striking the guardrails. Op#1 advised he was planning on turning right into the gas station right ahead. Op#1 advised he and his two sons were wearing their seatbelts at the time of the crash. Op#1 and the two passengers advised they were not injured and refused medical treatment. Officer concluded Veh #1 was traveling south on US RT 7 when V #1 went off the western edge off the roadway striking the guardrails at the intersection of US RT 7 and Squirrel Hollow Rd. After striking the guardrails, V#1 continued southbound approximately 150 feet spinning clockwise 180 degrees before coming to rest. V#1 received contact damage to the front bumper and passenger side corner panel. Officer concluded the cause of this crash is the result of Op#1's failure to stay in the proper lane.

12C301032

04/16/2012 07:31

3

Officer witnessed a two-car motor vehicle crash. This section of US Route 7 is a paved, straight and level roadway with a posted 40mph speed zone. The weather was clear and the road surface was wet. Op#1 advised he was traveling north on US route 7 in Dorset at approximately 40mph. Op#1 advised as he approached the driveway of the East Dorset General Store (2045 US Route

7), he noticed Veh#2 stopped in front of him waiting to turn left into the store parking lot. Op#1 advised he could not swerve to the left because of the southbound traffic and he could not swerve to the right because of the guardrails. Op#1 advised he hit his brakes but was unable to stop before colliding with the rear bumper of Veh#2. Op#1 advised he was not injured and refused medical treatment. Op#2 advised he was stopped at the intersection of the East Dorset General Store driveway. Op#2 advised he had his blinker on waiting for southbound traffic so he could turn into the driveway and make a delivery. Op#2 advised he could hear the tires screeching and felt Veh#1 crash into the rear bumper of his truck. Officer was parked in the East Dorset General Store parking lot getting gas, when officer observed Veh#2 stopped in the northbound lane waiting to turn left into the store parking lot. Veh#1 was traveling north approaching Veh#2 traveling at approximately 40 mph. Veh#1 slammed on its brakes and crashed into the rear bumper of Veh #2. Veh#1 sustained moderate damage to the front end. Officer could not see any damage done to the rear bumper of Veh#2. Both vehicles were removed by their respective operators. Officer concluded that Op#1 is at fault for this crash for following too closely.

12C302170

07/23/2012 12:26

4

A two-car motor vehicle crash next to the East Dorset General Store on US RT 7. Veh #1 mostly in the south bound lane of US RT 7. Veh #1 sustained extensive damage to the front grill, engine compartment and wheel wells. Veh #2 was at controlled rest on the northbound shoulder of US RT 7. Veh #2 sustained heavy damage to the grill area including the engine compartment. Veh #2 was towing a gooseneck style horse trailer containing five adult horses. It was apparent given the nature of the damage that Veh #1 had pulled out into traffic in front of Veh #2. The roadway where this crash occurred is paved and is a straightaway. The area where the crash occurred, motorists pulling out of the exit/entrance to the East Dorset General Store do have limited visibility to oncoming traffic coming southbound. The roadway was dry and the weather was sunny and clear at the time of the crash. Op #2 advised he was travelling south on US RT 7 at the time of the crash. Op #2 advised he was hauling five horses back to their owner's farm in Connecticut. Op #2 advised as he was travelling along, he observed V#1 come to the edge of the parking lot at the store, pause for a second and then pull out in front of him. Op #2 advised he applied the brakes hard in an attempt to avoid collision. Op #2 advised the reaction gap was not enough, resulting in the collision. Witness #1 advised he observed Op #2 pull up to the edge of the parking lot to exit. Witness #1 advised he observed Op#2 drive out into the road and got hit head on by Veh #2. Op #1 advised she was getting ready to leave the parking lot of the General Store to head north on US Route 7. Op #1 advised she looked right and saw vehicles coming, looked left and did not see any vehicles coming. Op #1 looked right to go behind the line of traffic and looked left as she was pulling out into the roadway. Op #1 looked just in time to see Veh #2 coming toward her. Op #1 advised she did not have enough time to react. Op #1 also advised that the building (General Store) may have blocked her view of southbound traffic. Op #1 also advised she had suffered four broken ribs and a broken shoulder blade as a result of the collision. Skid marks left by Veh #2 indicated Op#2 applied their brakes and steered toward the northbound lane in an attempt to avoid colliding with Veh #1. Scuffmarks and gouge marks left by Veh #1 indicated the point of impact occurred in the southbound lane near the centerline. The marks indicated Veh #1 was spun around in a full circle before it came to final rest. The marks also indicated Veh #1 was coming out of the store parking lot at an entrance/exit close to the store. This entrance/exit has limited visibility due to the store building being in close proximity to the road. Operators leaving this entrance/exit have some difficulty observing traffic coming

from the north. Officer concluded that Op #1 is at fault for this crash when Op#1 failed to yield right-of-way to oncoming traffic. Although visibility is limited at the particular entrance/exit where Op#1 pulled out of, there is still enough visibility to determine a safe exit.

13C30023 01/02/2013 17:50 5

A two-car crash near the East Dorset General Store on US Route 7. The weather at the time of the crash was clear and dry, but extremely cold. The roadway is paved and was clear of any obstructions or hazards. The area where the crash occurred is located on a straightaway with good visibility in both directions of travel. Officer advised there were no injuries. Veh #1 had suffered minor damage to the front grill and fender area. Veh #1 was facing north. Veh #2 was at uncontrolled rest, also in the northbound lane of US Route 7. Veh #2 had suffered moderate damage to the rear trunk and fender area. Veh #2 was positioned in front of Veh #1 also facing north. It was apparent from the contact damage sustained to both vehicles and the debris between the vehicles that Veh #1 had rear-ended Veh #2. Op #1 was not injured from the crash. Op#2 advised she had not been injured. Op#1 advised he was travelling north on US RT 7 at the time of the crash. Op#1 advised as he was driving along, he dropped an item on the floorboard. Op#1 advised he went to reach for the item and took his eyes off the roadway in front of him. Op#1 looked back up in time to see V#2 stopped as well as several vehicles in front of it stopped. Op#1 advised he applied his brakes, but it was too late and rear-ended V#1. Op#1 took responsibility for the collision advising he took his eyes off the road. Op#1 also advised he was following too close to give much of a reaction gap between his vehicle and the vehicle in front of him. Op #2 advised she was travelling north on US Route 7 at the time of the collision. Op#2 advised as she was travelling north, she observed several vehicles ahead of her stopping or coming to a stop behind a vehicle that was turning left into the East Dorset General Store parking lot. Op#2 advised she slowed down to a stop behind the line of vehicles. Op#2 advised as she was stopped, her vehicle was suddenly hit from behind by V#1. This statement was consistent with Op#1's account of what occurred. Both operators were travelling north on US RT 7 at the time of the collision. Op#2 was stopped behind a line of vehicles waiting for a vehicle to turn left into the East Dorset General Store. As Op#1 approached the stopped vehicles, he dropped an item on the floor and immediately tried to retrieve it. When Op#1 attempted to get the item, he took his eyes off the roadway. Op#1 looked back up in time to see vehicles stopped, but advised by the time he applied his brakes, it was too late and collided with V#2. Damage to both vehicles was consistent with statements given by both operators. Officer also observed skid marks left by V#1, that appeared to have been applied just before impacting V#2. Officer concluded that Op#1 is at fault for this crash. Op#1 was distracted by an item that he attempted to retrieve when it fell on the floorboard of his vehicle. Op#1 was also travelling too close to the vehicle in front of him to give a safe reaction time. Following too Closely.

13C303066 10/18/2013 12:54 6

No diagrams and no narrative. Non-Reportable incident. Says happened on US-7 at General Store intersection (MM 2.1), but no direction of travel indicated.

13C303495 11/22/2013 10:17 7

No diagrams and no narrative. Non-Reportable incident. Address reflects MM 2.21, but no direction of travel.

14C304153 12/18/2014 05:12 **8**

One vehicle roll over crash. Vehicle located approximately 60 feet off the north bound edge of the roadway. The truck had extensive damage to all sides and appeared to be totaled. It was obvious the truck had rolled over several times before coming to its position of uncontrolled rest. All of the vehicles airbags were deployed including the side curtain airbags. The operator advised he was not injured. This portion of US RT 7 has a slight left hand curve as one travels north. The speed limit on this portion of US RT 7 is 50 mph. The roadway at the time of the crash was snow covered and slippery. Op #1 advised he was driving north on US RT 7 at approximately 55 mph when he lost control of his vehicle. He advised he was unable to keep his vehicle on the road and he slid off the roadway. Op #1 acknowledge he was driving too fast for the conditions of the roadway. Op #1 was wearing his seatbelt and he was uninjured during the crash. A witness who was driving behind Veh #1 estimated Veh #1 was driving at approximately 50mph. Op #1 lost control of his vehicle and slid off the roadway overturning approximately five times before coming to a rest. Officer determined Op #1 was driving approximately 50-55 mph north bound on US RT 7 when he lost control of his vehicle on icy roadway conditions. Op 31 was unable to maintain control of his vehicle and turned approximately 180 degrees before sliding off the north bound edge of the roadway. The vehicle over turned after coming to a sudden stop when it slid into the snow located off the roadway. The vehicle rolled over at least five times before coming to a position of uncontrolled rest. The vehicle travelled approximately 100 feet before coming to a stop. The vehicle had contact damage to all sides and appeared to be totaled. Once the vehicle came to a rest, the truck was located on its passenger side facing southeasterly direction. Conclusion: Op #1 was operating too fast for the conditions of the roadway.

15C300344 02/03/2015 08:54 **9**

No diagrams and no narrative. Non-Reportable incident. Address reflects MM 2.21, but no direction of travel.

11C300306 02/08/2011 20:21 **10**

Two-car motor vehicle crash, advised no injuries, at the General Store location. Officer observed Veh #2 in a controlled position of rest on the north bound side of US Route 7. Veh #2 had suffered damage to the driver's side fender and grill area, however the damage was not enough to disable the vehicle. Officer observed Veh #1 in a controlled position of rest also pulled of the shoulder, with heavy damage to the driver's side rear fender/wheel area including the driver's side rear wheel had been bent outward, disabling the vehicle. Op #2 advised she was travelling south on US Route 7 at the time of the collision. Op #2 advised she observed Veh #1 begin to pull out of the Dorset General Store parking lot just before the collision. Op #2 advised as she approached the parking lot exit, Veh #1 pulled out in front of her. Op #2 advised she applied her brakes; however she began to slide due to the poor road conditions and collided with Veh #1. Op #1 advised he was pulling out of the Dorset General Store onto US Route 7 to head

north at the time of the collision. Operator #1 advised he had a hard time seeing over the snow banks that were located on the edge of the parking lot while pulling out of the lot. Op #1 advised the began to pull out of the parking lot when he thought it was safe. Op #1 advised upon pulling out of the parking lot, he observed Veh #2 approaching. Op #1 advised upon this observation he decided to try and "punch it" across into the opposite lane to try to avoid collision with Veh #2, but was not quick enough. Operator #1 expressed that he was sorry about what had happened during the course of conversation. Officer concluded that Op #2 was travelling south on US Route 7 at the time of the collision. As Op #2 was approaching the parking lot exit from Dorset General Store, she observed Veh #1 pull out in front of her. Op #2 attempted to avoid collision by applying her brakes, however the road conditions caused her to slide. During the investigation, the officer learned from operator #1 that he was attempting to pull out of the store parking lot to travel north on US Route 7 at the time of the collision. Op #1 stated that he had trouble seeing over and past the snowbanks aligning the parking lot he was trying to exit and upon pulling out of the parking lot, he observed Veh #2 approaching and tried to avoid collision by quickly accelerating into the north bound lane. The weather at the time of the collision was cloudy and cold. Throughout the course of the day, it had been snowing heavily causing the roadway to become snow covered and unsafe to travel much more than 40 miles per hour. The roadway where the collision occurred is a straight stretch of roadway with good visibility usually in both directions from the parking lot. At the time of the collision, there were some high snow banks where plows had deposited snow while clearing the parking lot, obstructing one's ability to observe any vehicles approaching from the north. This snowbank however, was almost next to the store building itself, an operator pulling out of the area directly next to the store would not be able to see any traffic approaching south. This obstruction could be avoided by exiting the parking lot further south of the snowbank. Other than this snowbank aligning the parking lot as well as being snow covered, the roadway was free of any other obstructions. Investigation resulted in concluding the result of operator #1's failure to yield to oncoming traffic. Multiple hazards factored into this collision as well. One factor being the snowbank aligning the parking lot that vehicle #1 exited. This snow bank obstructed both operator's views of each other until it was too late. The roadway itself was snow covered at the time, making braking difficult to perform to avoid situations like this. Op #1 was issued a written warning for Vehicles Approaching/entering Intersections.

16C302730

08/08/2016 12:32

11

Near the intersection with Squirrel Hollow Road. At the time of the crash, it was sunny, warm and no precipitation was present. Both vehicles were at points of uncontrolled rest in US RT 7 and both operators were present. The officer witnessed this crash occur while he was standing in the entryway of the East Dorset General Store which is near this intersection.

The operator of V1 stated that he was traveling north on US 7 at approximately 40 MPH. Stated that he was looking far ahead up US 7 and did not see the vehicle in front of him slow to stop. Stated that when he noticed V2 having slowed to turn he could not stop in time and hit the brakes, crashing into the rear of V2.

The operator of V2 stated that she was traveling north on US 7 and was slowing to turn left/west, into Squirrel Hollow Road where she lives. Stated that she had applied her turn signal as she approached Squirrel Hollow Road. Stated that as she slowed, she observed V1 approaching from behind at a fast pace. Advised that she realized that V1 was not going to stop in time. Stated that

she was struck by V1 and pushed into the oncoming, southbound lane of US 7 and almost collided with another southbound vehicle.

Officer said that he was walking into the East Dorset General Store when he heard a vehicle skidding on US 7. He looked and saw V1, approaching V2 from the rear at a fast pace (40 MPH). He observed V2 slowing to turn left onto Squirrel Hollow Road and V1 was following too closely. V1 skidded into the rear of V2, causing the collision. V1 skidded off into the shoulder of US 7 north and had a secondary collision with a set of guardrails along US 7 at the intersection of Mad Tom Road. V2 was forced into the southbound lane of US 7 North and nearly collided with an oncoming vehicle, although a secondary collision was avoided.

Investigation: V1 was towing a small dump trailer. One of the tires on the right axle of V1 was completely bald and defective. V1 was traveling north on US 7 in the town of East Dorset VT, approaching the Squirrel Hollow Road intersection. V2 was also traveling north on US 7 in this same area, just ahead of V1. As V2 began to slow with turn signal, left/west into Squirrel Hollow Road, V1 failed to maintain a safe distance from behind V2. V1 followed V2 too closely and did not stop in time. V1 skidded and collided with the rear of V2 causing extensive damage and facing V2 into oncoming traffic. One of V1's trailer tires was bald and defective. Operator of V1 indicated that he was looking north past V2 and did not see V2 slow or begin to turn. This explanation did not make any sense as there was nothing to the north for V1 to be focused on and he would have had to have seen V2 ahead of him if looking in that direction. Op 1 was operating in an inattentive manner and not paying full attention to traffic in front of him.

13C303701 12/12/2013 10:32 **12**

I was dispatched to a single vehicle crash on US RTE 7. US RTE 7, where the crash occurred, is a public highway located in the Town of Dorset. Dispatch advised there were no injuries and the operator was out of the vehicle. Dispatch further advised Dorset Fire and Manchester Rescue would also be responding. US RTE 7 is a paved roadway that travels in a general north to south direction. At the scene of the crash, US RTE 7 is relatively straight and flat. During the time of the crash, the temperature was very cold and it was partially sunny.

Operator #1 said he was traveling south on US RTE 7 at approximately 30 MPH. Operator #1 said he felt his steering wheel lock and did not have control of his vehicle any more. Operator #1 said his vehicle veered left, crossing the north bound lane of traffic and struck the utility pole (east side of the roadway) and came to a stop. Witness #1 said he was traveling behind Operator #1 for approximately 5 miles (since Emerald Lake State Park). Witness #1 said while he was following Langton, he observed him serve numerous times within his lane. Witness #1 said when the travelled into the 40 MPH zone he estimated his and Operator 1 speed at approximately 45 MPH. Witness #1 said he saw Op 1's vehicle slowly cross over the center yellow line, never seeing the brake lights illuminate, and strike the utility pole. Witness #1 said he and other citizens approached the vehicle and removed Operator #1 as the vehicle was smoking. Witness #1 told me that he thought Langton was either distracted while he was driving or possibly fell asleep judging by how Op 1 was swerving. INVESTIGATION: Operator #1 was traveling south on US RTE 7, located in the Town of Dorset at approximately 30-40 MPH. Operator #1 left the south bound travel portion of the roadway, crossing the north bound lane of traffic. Operator #1 left the roadway (east side), before striking a utility pole and coming to the position of an uncontrolled rest

13C303897 12/29/2013 16:58 **13**

No Narrative or Diagram given. Location around MM 1.95

17B300829 03/15/2017 10:05 14

No Narrative or Diagram given. Location around MM 2.0

14C300067 01/05/2014 08:08 15

This crash occurred on a public highway known as US RT 7 in the town of Dorset VT. US RT 7 is paved with asphalt, has one lane traveling south and two lanes travel north. The speed limit at the beginning of the crash was posted at 50 MPH and continued into the 40 MPH zone. At the time of the crash, it was cold, clear and the roadway was snow covered. V1 was at a point of uncontrolled rest, off the northbound shoulder of US RT 7.

The operator of V1 stated that he was traveling north on US RT 7 towards Killington VT. Op 1 stated that he was traveling at 62 MPH when he entered the slight curve. Op 1 stated that he lost control and his vehicle slid of the north side of US 7, overturning.

Investigation

A set of yaw marks was present prior to the crash that began approximately 200 feet prior to the point of rest. The yaw marks indicated that V1 last control in the curve and skidded backwards off the northbound shoulder of US 7 before overturning. V1 being operated by Op 1 was traveling north on US RT 7 at an excessive speed for road conditions and for entered the 40 MPH speed zone. V1 skidded and slid off the northbound shoulder,