

Office of Highway Safety

Road Safety Audit Review

Town:	Chester	Date Reviewed:	May 20, 2019
Route:	VT 103	Mile points:	VT 103 mm 1.7 - 2.0

Location Map



Office of Highway Safety

Road Safety Audit Review

RSAR Process

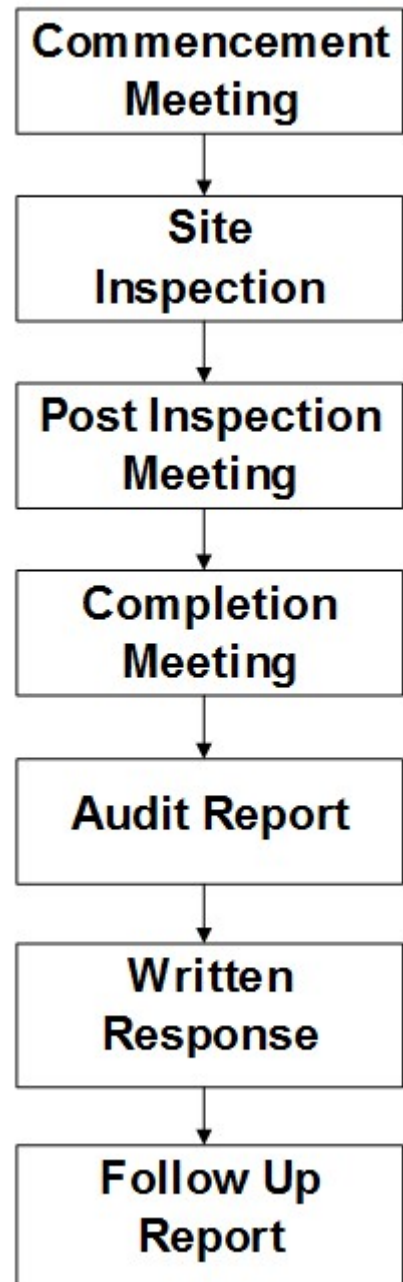
A Road Safety Audit Review (RSAR) is a formal examination of an existing road in which an independent, multi-discipline team (the Audit Team) reports on potential safety issues.

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 ease of reporting. The Responsible Entities

Figure 1 - Road Safety Audit Process



Office of Highway Safety

Road Safety Audit Review

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.

Site for the RSAR

The location of this RSAR is the section of VT 103 in the Town of Chester between the Chester-Andover Family Center and the American Legion.

Purpose of the RSAR

This RSAR was conducted at the request of the Town of Chester to address the following local concerns:

- Speeding
- Awareness of the high school entrance (especially for the unfamiliar drivers)
- Slow moving buses entering and leaving the high school drive and young drivers
- NB vehicles passing on the right when a car is trying to turn left out of the high school drive
- Students walking on the shoulder
- Many truck drivers do not know how to get to Drew's Organics. They park on the side of the road or have to back up

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:

Tyler Birchmore, Dist 2, VTrans
Marcos Miller, Traffic Ops, VTrans

Office of Highway Safety

Road Safety Audit Review

David Pisha,	Town of Chester
Leigh Dakin,	Town of Chester
Arne Jonynas	Town of Chester
Rick Cloud,	Chester PD
Todd Parah,	Green Mountain Union High School
Michele Wilcox,	Heritage Deli
Evan Paris,	Resident
Doris Westin,	Resident

Information Reviewed

Location

VT 103 is a state route that runs south to north.

The area of concern on VT 103 is approximately between mile point 1.710 and mile point 2.000 (i.e., between Chester-Andover Family Center and the American Legion).

Green Mountain Way is the drive access to the Green Mountain Union High School. It is located on the west side of VT 103 at about mile point 1.862. The parking to the high school begins about 525 ft from VT 103.

Land Use

There are a number of businesses on VT 103 in the area of the high school.

The Abenague Car Wash is located south of the drive to the high school on the west side of VT 103.

Further south and on the west side of VT 103 is the Chester-Andover Family Center. The center is a charitable organization that operates a food shelf and a thrift shop. The thrifts shop is open on Thursdays and Fridays from 10:00 am to 4:00 pm and on Saturdays from 10:00 am to 3:00 pm while the food shelf is open on Thursdays for 2:00 pm to 6:00 pm and on Fridays from 10:00 pm to 6:00 pm.

Office of Highway Safety

Road Safety Audit Review

Drew's Organics is a manufacturer of dressings and salsas. It is located above/behind the Chester-Andover Family Center. Entrance is from an access on VT 103 that is common to both Drew's Organics and the Chester-Andover Family Center. To continue to Drew's Organics, one must drive up a long hill. Drew's Organics is a significant generator of tractor trailer traffic.

Immediately to the north of the access to the high school on the west side is the Heritage Deli & Bakery and north to the deli is the Burtco Inc. Self-Storage.

The American Legion is located northeast of the Heritage Deli & Bakery. The American Legion owns the field that is across from the Heritage Deli & Bakery and are planning large events in this space in the future.

There is an excavation site just north of Drew's Organics. The Town mentioned that there was a permit underway for its operation four to six weeks during the summer.

Geometry

According to recent paving plans (NH SURF(49)), VT 103 has twelve-foot lanes with ten-foot shoulders south of the high school drive and twelve-foot lanes with an eight-foot SB shoulder and a ten-foot NB shoulder.

North of the high school drive in the area of the American Legion, there is an 8-degree horizontal curve to the right when traveling south.

The corner sight distance to enter VT 103 when looking to the left and when there are no vehicles parked at the Heritage Deli & Bakery (Corner of bakery building is the approximate cutoff point) is about 650 feet. When there are vehicles parked at the Heritage Deli & Bakery, the estimated corner sight distance available from the left is about 400 feet. The picture below shows an example of the available corner sight distance when there is an obstruction (i.e., parking lot at the Heritage Deli & Bakery is full and obscuring sight lines).

Office of Highway Safety

Road Safety Audit Review



Corner sight distance and stopping sight distance measurements for the drive at the high school as well as the one at Drew's Organics are summarized in feet in the table below.

Intersection	Corner Sight Distance		Stopping Sight Distance	
	Looking Left	Looking Right	NB	SB
Drew's	1200'	1700'	1080' min	980'
High School	400'	1100'	990' min	480'

Office of Highway Safety

Road Safety Audit Review

Speed

The speed limit on VT 103 where the high school drive is located is 40 mph. The beginning of the 40-mph zone is north of the high school drive, at mile point 2.039. At that point when traveling southbound, the speed limit passes from 30 mph to 40 mph. This speed limit was established in December 1984.

Speed data for the area was obtained from a 2014 July traffic count that was located at mile point 1.9 (north of the high school drive).

The data show that the speed that 85% of the traffic travels at in the northbound direction (85th percentile speed) is 43 mph, while the 85th percentile speed in the southbound direction is 49 mph.

In addition, the range of speeds that encompasses the highest proportion of vehicles (referred to as the 10-mph pace) in the northbound direction is 31 to 40 mph with 66% of all traffic. In the southbound direction, the 10-mph pace is 41 to 50 mph and the percentage of vehicles in this range is also 66%.

There is also an advisory speed of 35 mph for traffic that is traveling northbound around the curve.

Traffic Data

The 2017 Average Annual Daily Traffic in the area of the high school on VT 103 was 7600 vehicles per day.

Assuming that 300 students attend the high school, trip generation rates derived from the ITE Trip Generation Manual, 9th edition, indicate that the high school would be generating approximately 500 daily trips. The effects of those trips on overall traffic would be about 130 trips during the morning peak hour and 40 during the afternoon peak hour. Assuming a 50/50 directional split, 44 vehicles would be making a right turn into the high school during the morning peak hour.

Office of Highway Safety

Road Safety Audit Review

Total Generated Trips			Total Distribution of Generated Trips			
Daily	AM Hour	PM Hour	AM In	AM Out	PM In	PM Out
513	129	39	88	41	18	21

The traffic impact analysis that was done for the 2018 Act 250 permit process for the facility addition at Drew’s Organics indicates that there would be currently a total of 150 car trips per day. In addition, the permit is for sixteen trucks which results in thirty-two truck trips per day. The previous number of trucks permitted was eight.

The proposed number of trips for the excavation operation just north of the Chester-Andover Family Center is eighty trips per day. This would be daily for four to six weeks during the summer.

Traffic Control Devices

A school zone is defined on this section of road between mile points 1.729 and 1.960 by school sign assemblies (school sign and ahead plaque) and school word markings.

Destination signs to inform motorists that the high school drive is coming up next are located at mile point 1.774 for northbound traffic and at mile point 1.892 for southbound traffic.

Other existing signs in the northbound direction include a curve sign to the left with a 35 mph advisory speed plaque at mile point 1.743, a shoulder narrows sign at mile point 1.839 and a reduced speed limit ahead 30 mph sign at mile point 1.870. In addition, there are also two large arrows to delineate the horizontal curve.

Pictures of the existing signage obtained from June 2018 Mapillary video log are displayed in Appendix A.

Lighting

There is street lighting at the intersection of VT 103 and Sewer Plant Road. At this location, a luminaire is located on a pole to the north of the intersection. The luminaire points towards the center of the intersection.

Office of Highway Safety

Road Safety Audit Review

There is also street lighting at the high school drive. A luminaire is located on the north side of the drive, approximately sixty-feet west of VT 103.

Past Projects

NH SURF(49) was for the resurfacing of VT 103. At the request of the Green Mountain Union High School (in 2017), a crosswalk just outside of the school zone, on the north side of VT 103 at mile marker 2.030 was installed via this project. NH SURF(49) in this area was substantially completed in September 2018.

A Section 1111 permit was issued by VTrans to Drew's Organics to make adjustment to the existing drive in accordance with Standard B-71 and to pave an apron. This work was done in fall 2018.

HES RMBL (2) was for the installation of centerline rumble strips on VT 103. The project did not install rumble strips between mile points 1.500 and 2.600 as per design guidelines.

NH 2628(1) was for the previous resurfacing of VT 103. This project was completed in 2009. The project also replaced traffic signs at the same locations (with the exception of the NB Shoulder Narrows sign which was relocated from mile point 1.808 to 1.821).

Future Projects

Statewide STPG SIGN(67) includes the replacement of signs on VT 103 in Chester. The planned construction date is between July 2019 and December 2019. While the project will replace many of the traffic signs at the same locations, it will also 1) relocate the NB curve sign from mile point 1.743 to mile point 1.774 and eliminate the existing 35 mph advisory plaque, 2) remove the two large arrows along the horizontal curve and 3) move up the northbound Green Mountain High School destination sign from mile point 1.774 to 1.839 while eliminating the Shoulder Narrows sign at that location (i.e., mile point 1.839).

Crash History

The section of VT 103 in the area of the high school is not a high crash location (latest available report being for 2012-2016).

Office of Highway Safety

Road Safety Audit Review

There were six crashes listed in Web Crash for the section of VT 103 between the American Legion and the Chester-Andover Family Center (mm 1.70 to 2.00) for the period starting in 2012 to about now.

Of these six crashes, two specifically occurred at the intersection of VT 103 and the high school drive (Green Mountain Way). In one of these two crashes, the driver thought that he had time to pull out of the high school drive and got hit by a vehicle that was traveling south. In the second case, a driver pulled out of the high school drive stating that he had not seen the oncoming southbound vehicle. The motorist of the southbound vehicle tried to avoid the entering vehicle and went off the road.

During the commencement meeting for this road safety audit, local representatives mentioned the occurrence of near misses with trucks in the area of Drew's Organics. There was also mention of close calls at the car wash.

In addition, the representative from the high school mentioned that at least once a week, he received a phone call that a school bus had turned in front of somebody.

It was further indicated that there were occurrences of people sliding off the curve during winter.

The crash data is further summarized in Appendix B.

Identified Safety Concerns

The areas of safety concern identified by the audit team along with the potential safety enhancements suggested by the team are summarized in the table below. These concerns and remedial actions are further discussed in the section following the table.

In the table, the entities listed under the column called "Potential Responsibility" are suggested groups that could possibly implement some of the countermeasures.

Office of Highway Safety

Road Safety Audit Review

In formulating suggested remedial actions, time frames and costs were qualified as follows: Short term, < 1 year; mid-term 1-3 years; long term > 3 years; low cost, < \$15,000; medium cost, \$15,001 - \$75,000; high cost, > \$ 75,001.

The following safety concerns were identified by the audit team (the concerns are not necessarily listed in order of importance):

1. Traveling speeds are high given the context
2. Lack of awareness of the high school entrance (especially for the unfamiliar drivers)
3. NB vehicles passing on the right when a car is trying to turn left out of the high school drive
4. Students walking on the shoulder
5. Significant number of daily tractor trailer trips at Drew's Organics
6. Confusion as to how to get to Drew's Organics

Office of Highway Safety

Road Safety Audit Review

Potential Safety Enhancements Summary Table

Safety Enhancement	Safety Concerns						Potential Responsibility	Safety Payoff ¹	Time Frame	Cost
	1	2	3	4	5	6				
Review the speed limit on VT 103, including consideration for a school zone speed limit	X						Town (to make the request via letter ²)		Now to Short	Low
Manage speeds on VT 103 in the 40-mph zone by using a speed cart	X						Town (with the assistance of the Windsor Sheriff or VSP)	45-73% reduction # of vehicles traveling 5 and 10 mph over the speed limit ³	Now to Short	Low

¹ The CMF Clearinghouse explains that the star quality rating indicates the quality or confidence in the results of the study producing the CMF. The star rating is based on a scale (1 to 5), where a 5 indicates the highest or most reliable rating. The review process considers five categories for each study: study design, sample size, standard error, potential bias, and data source.

² To initiate this process, the Town must make a request via a letter to the Traffic Committee Coordinator, Ian Degutis, Vermont Traffic Committee Coordinator, VTTrans, Highway Division, Operations & Safety Bureau, 2178 Airport Road Barre, VT 05641

³ https://safety.fhwa.dot.gov/speedmgt/ref_mats/rural_transition_speed_zones.cfm

Office of Highway Safety

Road Safety Audit Review

Potential Safety Enhancements Summary Table

Safety Enhancement	Safety Concerns						Potential Responsibility	Safety Payoff ¹	Time Frame	Cost
	1	2	3	4	5	6				
Consider adding a speed limit sign on the left side of the road at the beginning of the 40-mph zone in the SB direction	X						VTrans Traffic Ops or via STPG SIGN(67)		Short	Low
Consider adding reminder 40 mph speed limit signs in both directions	X						VTrans Traffic Ops or via STPG SIGN(67)		Short	Low
Could add a stop bar at the high school drive							Town or Green Mountain High School		Short	Low

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

Office of Highway Safety

Road Safety Audit Review

Potential Safety Enhancements Summary Table

Safety Enhancement	Safety Concerns						Potential Responsibility	Safety Payoff ¹	Time Frame	Cost
	1	2	3	4	5	6				
Refresh the school ahead word markings at both locations		X					VTrans Dist 2		Short	Low
Consider installing a second school ahead assembly on the left side of the road in each direction		X					VTrans Traffic Ops or via STPG SIGN(67)		Short	Low
Consider reviewing & revising the design and location of the Green Mountain High School sign		X					Green Mountain High School		Short	Low

Office of Highway Safety

Road Safety Audit Review

Potential Safety Enhancements Summary Table

Safety Enhancement	Safety Concerns						Potential Responsibility	Safety Payoff ¹	Time Frame	Cost
	1	2	3	4	5	6				
Consider some form of road diet for this section of road			X				VTrans (AMP)		Mid to Long	Mid to Low
Conduct a pedestrian facility study ⁴				X			Town with assistance from SWRPC		Short to Mid	Low to Med
Install a truck entering sign in both directions					X		VTrans Traffic Ops		Short	Low
Cut brush in front of the Drew's Organics on-premise sign					X		VTrans Dist 2 (if outside ROW), otherwise, Owner of Drew's Organics		Now	Low

⁴ The application deadline for the upcoming round of VTrans bike/ped grants is June 28, 2019 and could be used for this purpose (<https://vtrans.vermont.gov/highway/local-projects/bike-ped>)

Office of Highway Safety

Road Safety Audit Review

Potential Safety Enhancements Summary Table

Safety Enhancement	Safety Concerns						Potential Responsibility	Safety Payoff ¹	Time Frame	Cost
	1	2	3	4	5	6				
Consider reviewing & revising the design and location of the existing Drew's Organics on-premise sign (within the limits of zoning & permitting regulations)						X	Owner of Drew's Organics		Short	Low

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

Office of Highway Safety

Road Safety Audit Review

Concern 1: Traveling Speeds are High Given the Context

The current posted speed limit is 40 mph. The 85th percentile speed in the southbound direction is 49 mph and it is 43 mph traveling northbound. A related issue is the slow-moving buses that are entering and leaving the high school drive and young teenage drivers.

It is estimated that, when vehicles are parked at the Heritage Deli & Bakery, the available corner sight distance at the high school drive looking northbound is about 400 feet compared to the AASHTO guidelines of 425 feet for speeds of 50 mph.

Access to the Heritage Deli & Bakery is along the horizontal curve and corner sight distance is also limited.

Safety Enhancements:

Immediate to Short Term

- Review the speed limit on VT 103 from the existing 40 mph zone beginning at mile point 2.039 to a location just past the access to Drew's Organics. Further consider a school zone speed limit (To initiate this process, the Town must make a request via a letter to the Traffic Committee Coordinator, Ian Degutis⁵, that the speed limit between the mentioned boundaries be studied, including the investigation of a school zone speed).
- Manage speeds on VT 103 in the 40-mph zone by using a speed cart (contact the Windsor County Sheriff or Vermont State Police to have one deployed. The Town or the agency that owns the speed cart, will need to get a Section 1111 permit from VTrans in order to place the cart within the ROW of the state highway).

⁵ Ian Degutis, Vermont Traffic Committee Coordinator, VTrans, Highway Division, Operations & Safety Bureau, 2178 Airport Road Barre, VT 05641

Office of Highway Safety

Road Safety Audit Review

Short Term

- Consider adding a speed limit sign on the left side of the road at the beginning of the 40-mph zone in the southbound direction.
- Consider adding reminder 40 mph speed limit signs in both directions.

Concern 2: Lack of Awareness of the High School Entrance (especially for the unfamiliar drivers)

From observations by the audit team, this seems to be more of an issue when traveling northbound.

The northbound Green Mountain High School destination sign is planned to be relocated from mile point 1.774 to 1.839 when project Statewide STPG SIGN(67) is constructed. This sign relocation will help increase awareness to the presence of the school drive in that direction.

Safety Enhancements:

Short Term

- Refresh the school ahead word markings at both locations (wait until later this summer so that the markings remain visible for a longer period during the school year).
- Consider installing a second school ahead assembly (school S1-1 & diagonal arrow W16-7P) on the left side of the road in each direction.
- Could add a stop bar at the high school drive (4 feet from the edge of the shoulder) to make sure that motorists are pulling up all the way to the road before entering VT 103 (to help reduce the maneuver time)

Office of Highway Safety

Road Safety Audit Review

Short to Mid Term

- Consider reviewing and revising the design and location of the existing sign at the entrance of the high school within the limits of zoning and other permitting regulations.

The existing sign is not very conspicuous by its design and location (as illustrated in the picture below).



Office of Highway Safety

Road Safety Audit Review

Concern 3: NB Vehicles are Passing on the Right when a Vehicle is Trying to Turn Left out of the High School Drive

The Town reported the issue of near misses with vehicles that are passing on the right when a vehicle is waiting to make a left turn onto the high school drive and another one is entering VT 103 from the school drive.

Safety Enhancements:

Mid to Long Term

- Consider some form of road diet for this section of road.

Concern 4: Students are Walking on the Shoulder

The Town reported that students were walking along the shoulder (in high speed traffic).

Safety Enhancements:

Immediate to Short Term

- Conduct a pedestrian facility study on VT 103 to determine how a sidewalk could be added along VT 103 from about the crosswalk near Pineview Drive up to the high school drive. VTrans bike/ped grants could be used for this purpose (link for the application: <https://vtrans.vermont.gov/highway/local-projects/bike-ped>).

Concern 5: Significant Number of Daily Tractor Trailer Trips at Drew's Organics

The number of tractor trailer trips in and out Drew's Organics has increased from 16 to 32. Local representatives reported that truckers had to use a wide berth to get in and out, at very low speeds.

Office of Highway Safety

Road Safety Audit Review



Safety Enhancements:

Short Term

- Install a truck entering sign in both directions.

Concern 6: Confusion as to how to get to Drew's Organics

Local representative mentioned that many truck drivers did not know how to get to Drew's Organics. They mentioned that these truckers had to park on the side of the road and/or had to back up in order to eventually access the drive that leads to Drew's Organics. Drew's Organics is not visible from VT 103 and a separate drive that is tucked in on the left side of the main access needs to be used (this drive is not obvious when coming from the south).

Office of Highway Safety

Road Safety Audit Review



Safety Enhancements:

Now

- Cut brush in front of the on-premise sign (as shown in the red circle below).



Office of Highway Safety

Road Safety Audit Review

Short to Mid Term

- Consider reviewing and revising the design⁶ and location of the existing Drew's Organics on-premise sign within the limits of zoning and other permitting regulations.

The existing sign is not very conspicuous and does not provide the necessary information to get to the site, especially when traveling from the south.



⁶ For example, could add a back-to-back sign plaque under the primary sign, to assist confused truck drivers, something to the effect of (arrow left or right) with text "TRUCK DELIVERIES" or "DELIVERIES"

Appendix A

Existing Signage

(June 2018

Mapillary video log)







Appendix B

Crash Data

Crash Number	Report Number	Route	City/Town	Mile Marker	Crash Date	Time	Weather	Contributing Circumstances	Direction Of Collision	Number of Injuries	Number of Fatalities	Where
1	15CH01354	VT-103	Chester	1.67	10/29/2015	7:44 AM	Fog, Smog, Smoke	Fatigued, asleep, Failure to keep in proper	Head On	4	0	Family Center
2	13CH00066	VT-103	Chester	1.84	1/26/2013	5:25 AM	Clear	Driving too fast for conditions- Other improper action	Single Vehicle Crash	0	0	High School
3	14CH01069	VT-103	Chester	1.89	10/6/2014	11:09 AM	[No Weather]	Failed to yield right of way	Left Turn and Thru-Broadside v<--	0	0	High School
4	12CH00203	VT-103	Chester	1.96	2/18/2012	12:35 PM	Cloudy	Failed to yield right of way- Visibility obstructed- Driving too fast for conditions	Rear End	0	0	Deli
5	15CH00685	VT-103	Chester	1.96	6/11/2015	7:50 AM	Clear	Failed to yield right of way- Disregarded traffic signs- signals- markings	Other - Explain in Narrative	0	0	Deli

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

6	18CH00711	VT-103	Chester	1.99	8/13/2018	11:00 PM	Rain	Fatigued, asleep	Single Vehicle Crash	0	0	Legion
---	-----------	--------	---------	------	-----------	----------	------	------------------	----------------------	---	---	--------

15CH01354 1 AT Chester Family Center

10/29/2015 @ 07:43:01 Just south of Green Mountain High School for a reported two vehicle head on crash.

Point of impact was determined to be in the southbound Lane.

Witness was traveling about 100 yards behind the dump truck identified as Vehicle #2. He stated that the silver van identified as Vehicle #1 crossed the center line completely at the last second in front of the dump truck hitting it head on.

Op 1 advised that he believes he fell asleep while driving and woke up hearing and feeling the impact. The two other passengers were also sleeping at the time of crash.

The conclusion of this investigation is that vehicle #1 was traveling North on VT Route 103 at approximately 40 mph. Vehicle #2 was traveling South on VT Route 103 at approximately 40 mph. Roads were dry and there was a slight fog condition. As both vehicles approached each other the operator of Vehicle #1 fell asleep and crossed the center line hitting Vehicle #2 head on. This occurred at the last second and the operator of Vehicle #2 was not able to react.

13CH00066 2 At High School Drive

On January 26th, 2013 at approximately 0525 hours, a single vehicle, minor motor vehicle accident with no injuries on Vermont Route 103s by the Green Mountain Union High School.

Vermont Route 103 is a major thorough fare that runs from Rockingham to Rutland. This particular section of Rte 103 is just coming out of the village and back to "open road". The weather was extremely cold, approximately 3 degrees Fahrenheit, and there was a thin layer of snow covering the roadway.

There were visible tracks leaving the southbound lane, going over the end of the driveway of the GMUHS and going down over the bank and into the ditch. There were also tracks that led back up to the road and to the vehicle parked in the break down lane, hereinafter referred to Vehicle #1.

Operator #1 advised that she had been traveling south on Vermont Route 103 around the sweeping corner by the high school when she observed a Chester Town dump truck pull out of the high school driveway, directly in her path of travel. She advised that in order to avoid colliding with the dump truck she hit the brakes and turned the wheel hard, thus spinning her around sideways and down over the bank.

Operator #1 advised that she was not injured but was experiencing some discomfort in her back.

She further advised that a passerby was able to help her get the vehicle turned toward the road and up out of the ditch.

Officer then asked Operator #1, what she estimated her speed to be at the time of the accident. She advised that she thought she was traveling at 50mph. It should be noted that the speed limit is 40mph in this area and in fact the speed limit had just increased from 30mph at the other end of the sweeping turn.

Officer later spoke to the driver of the dump truck. Driver advised that he had been spreading salt up into the High school parking lot and then back down. He advised that he stopped for the stop sign and

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

looked both left and right and not seeing any traffic, he then started to make a left turn out into the roadway to travel in a northbound direction. He advised that he did not see Vehicle #1 until he was already out in the roadway. Advised that he thought Vehicle #1, had made it around him, but when he turned onto Treatment Plant road he observed in his mirror that it was in the ditch and went back to help.

Investigation, given that this is a sweeping corner one would assume that Dump Truck Driver should have seen Vehicle #1 coming, but given that Vehicle #1 was traveling at 50mph having just left the 30mph zone, it is reasonable to believe that when Driver checked for traffic there was none and thus started to pull out. This would explain why he was already almost entirely across the southbound lane when he encountered Vehicle #1 and Vehicle #1 was able to go around the rear of his dump truck.

14CH01069 3 At High School Drive

Operator of Vehicle #1, advised that he was in a hurry and thought he had time to pull out of the high school and onto VT RT 103. When he pulled out, he did not have enough time and got hit by Vehicle #2 that was traveling south on VT RT 103.

Operator of Vehicle #2, advised that she was traveling south on VT RT 103. Vehicle #1 pulled out in front of her and she had no time to avoid hitting Vehicle #1.

12CH00203 43 At Heritage Deli

On February 18, 2012 at approximately 1243 hours.

The day was partly cloudy, the road surface was dry non-slippery. Visibility was high, traffic was light.

Operator #1 stated that she was attempting to exit the southern most driveway at Heritage Deli. There was a line of parked cars on the road side of the parking lot making difficult to see the southbound traffic north of the driveway. As she attempted to exit into the roadway she pulled out onto the southbound lane and the black sedan came around the corner at a high rate of speed. The sedan swerved to its left and the right side swiped the front of her vehicle #1 with the right side of vehicle #2.

Operator #2 stated that he was in the southbound lane on 103 on the corner by the Deli when vehicle #1 pulled out in front of him. He tried to avoid it by swerving left and braking. He struck the front bumper with the right side of vehicle #2. He stated that he was doing about 30 mph.

Officer observed tire marks that appear to skid marks about 30 ft long that cross the double yellow and ended slightly in the northbound lane.

Officer felt that even though the parked cars did obstruct the line of sight for vehicle #1 to exit the parking lot safely, vehicle #1 did have the majority of the responsibility for this collision. However, officer also felt that that vehicle #2 was traveling faster that stated based on marks and damage to both vehicles.

15CH00685 5 At Heritage Deli

On June 11, 2015 at approximately 07:50 hours, 2-car motor vehicle crash. Op 1 advised that she was traveling south and that the vehicle in front of her turned left and she hit it.

Op 2 stated that she was traveling south. She put on her directional to pull into the Heritage Deli and she was hit.

It is the conclusion of this investigation that Vehicle #1 did not yield Vehicle #2 when Vehicle #2 attempted to turn into Heritage Deli. At the time this happened Vehicle #1 pulled into the breakdown lane to go around and hit the passenger doors of Vehicle #2.

18CH00711 6 American Legion

A single vehicle crash on VT RT 103 near the American Legion located at #637 VT RT 103
On 08-13-2018 at approximately 10:45 pm. The operator stated he had fallen asleep, went off the road and "grazed a phone pole" but was uninjured. Rolling tire marks were seen in the grass of the American Legion and there were no indicators that the operator had tried to brake or take any evasive actions. VT RT 103 heading north into the Town of Chester has a long, sweeping curve to the right. The curve begins to straighten as it approaches the American Legion.

Weather was rainy, with dense low clouds and light fog. The temperature was approximately 71* F. The roadway was wet. The weather and road conditions were not factors in this crash.