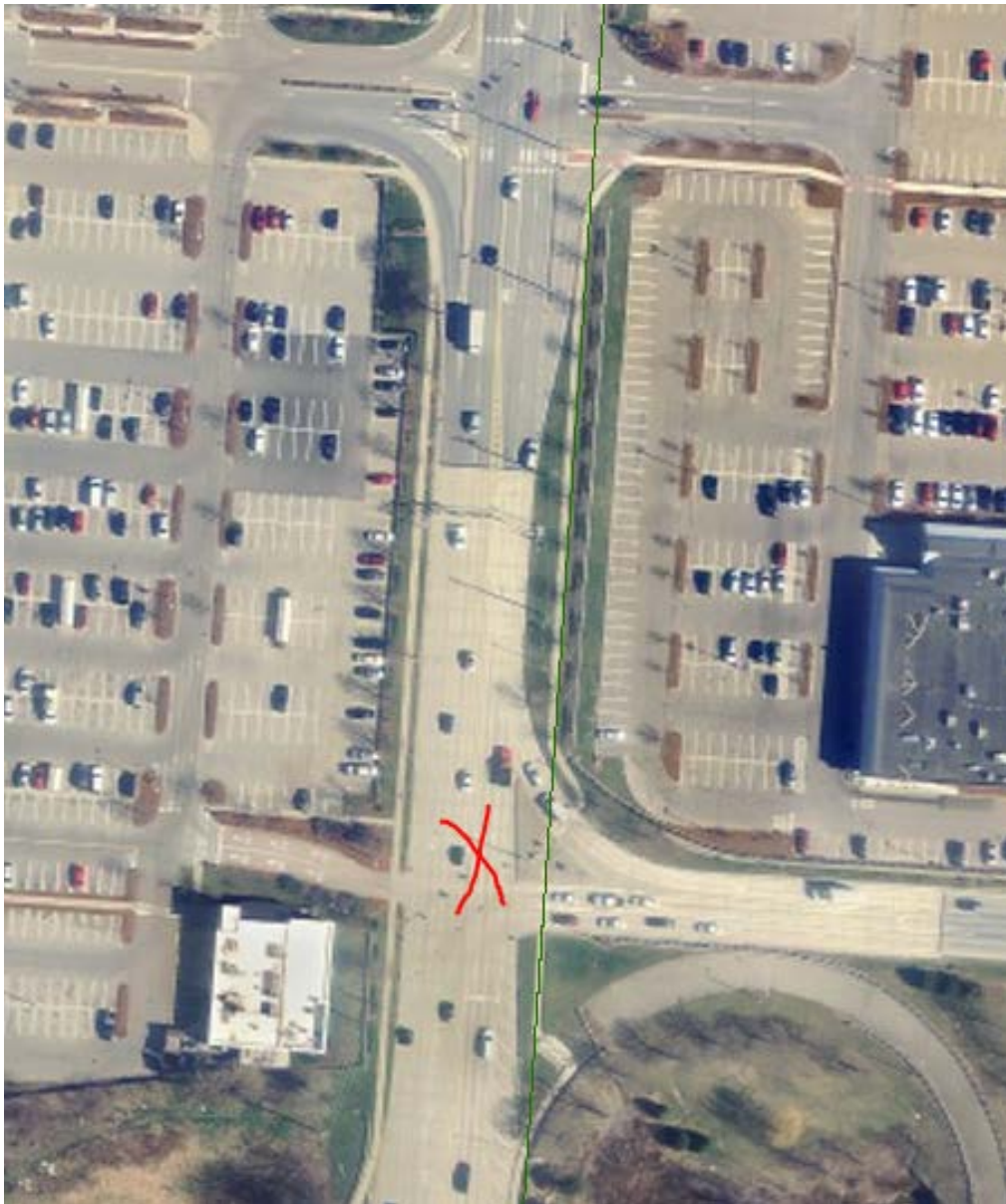


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Road Safety Audit Review

Town:	Burlington, South Burlington (I-189)	Date Reviewed:	October 19, 2016
Route:	US 7 (0.19 – 0.21) I-189 (South Burlington 0 - 0.26)	Mile points:	Int 0.20 on US 7

Location Map



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Road Safety Audit Review

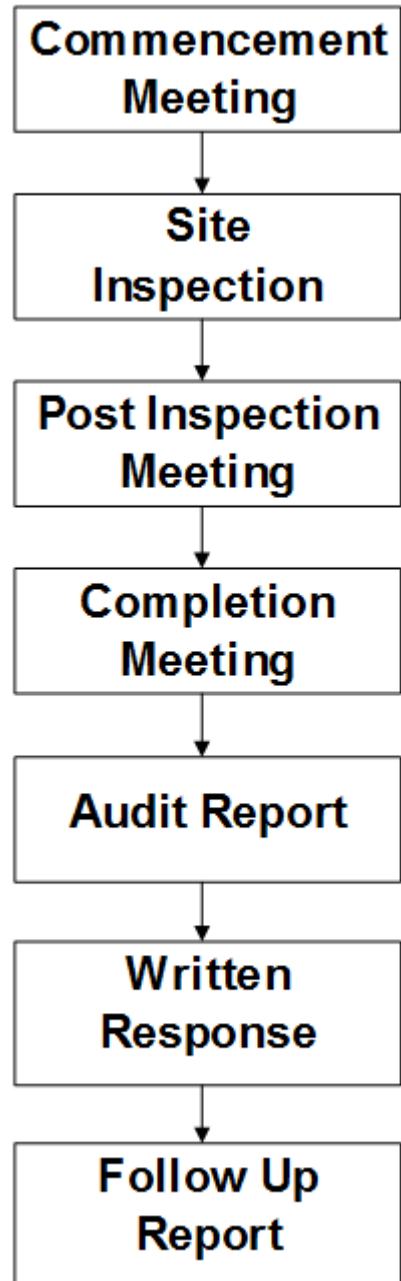
RSAR Process

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 ease of reporting. The **Responsible Entities**

Figure 1 - Road Safety Audit Process



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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 US 7 (Shelburne Rd), I-189 (Ramp C) and the drive to 595 Shelburne Road Plaza in Burlington. At this intersection, the Burlington/South Burlington Town line is almost at the center of the intersection and cuts across the I-189 to US 7 slip lane. Most of the westbound approach of this intersection is located on I-189 in South Burlington.

Purpose of the RSAR

This RSAR was conducted as part of VTrans Highway Safety Improvement Program (HSIP). The locations selected for this HSIP effort were originally identified as high crash locations and subsequently ranked in terms of fatal and injury crash rate.

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:

Ashley Bishop,	District 5, VTrans
Patti Coburn,	Traffic Design, VTrans
Andrea Elhajj,	Traffic Design, VTrans
Tyler Guazzoni,	TSMO, VTrans
Dick Hosking,	District 5, VTrans
Pat McManamon,	DMV, VTrans
Nick Meltzer,	Bike & Ped, VTrans
Derek Lyman,	TSMO, VTrans

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Mark Magnant,

VT State Police

Dave Garen,
Nicole Loch,
Laura Wheelock,

Burlington Public Works
Burlington Public Works
Burlington Public Works

Sai Sarepalli,

CCRPC

Information Reviewed

Geometry

This intersection is a quasi, four-way, signalized intersection that is located at mile point 0.20 on US 7. This intersection connects US 7 to the westbound terminus of I-189 and to the one-way drive to the Burlington Shopping Plaza.

At this intersection, US 7 runs south to north, I-189 runs east to west as is the one-way drive to the plaza.

US 7 has two through lanes in the northbound direction and three in the southbound direction. The I-189 approach has three lanes. Two of these lanes turn into a dual left turn lane while the third lane becomes a slip lane for traffic making a right turn towards downtown Burlington.

Speed Limit

The posted speed limit on US 7 is 30 mph and the posted speed limit on I-189 is 55 mph.

Traffic Volumes

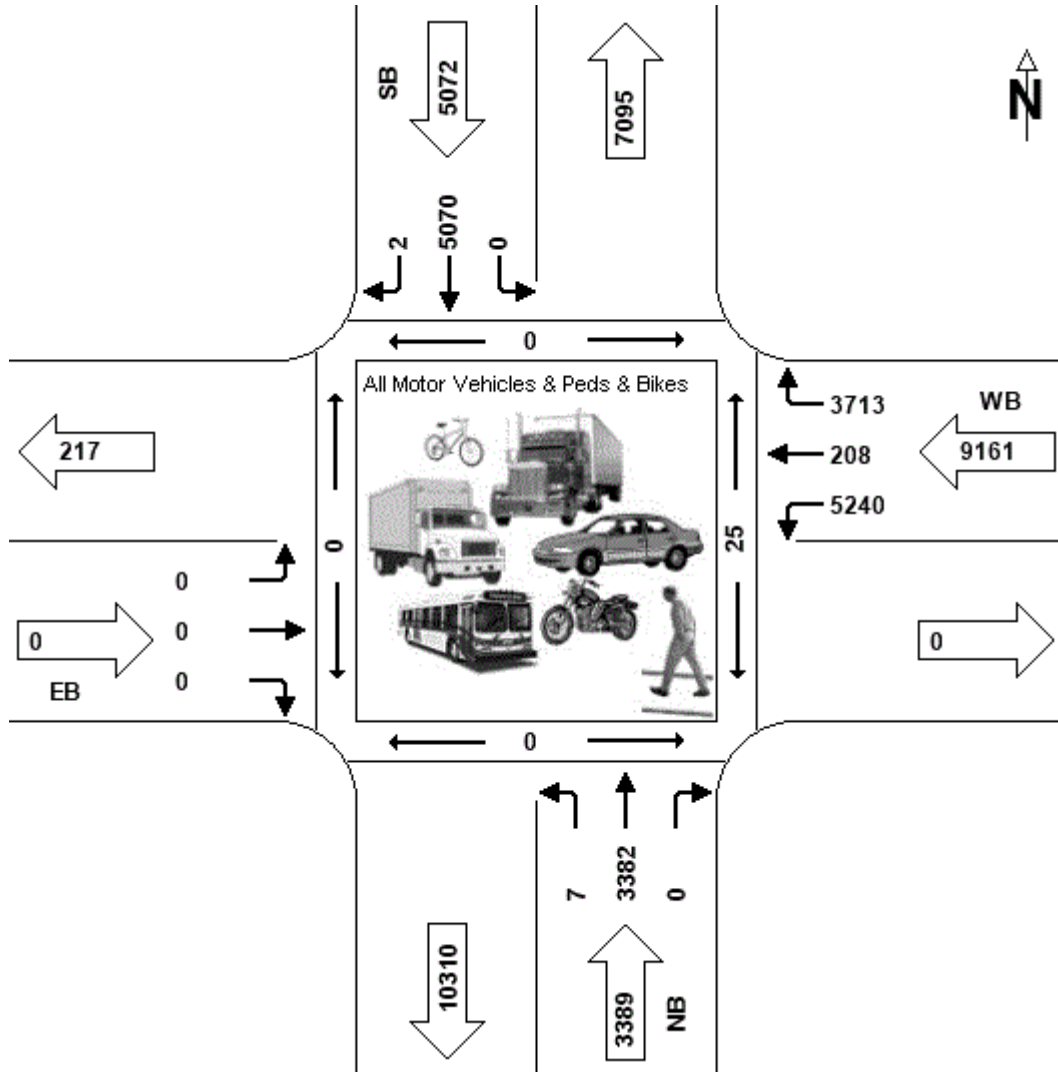
A turning movement count was performed at this intersection in June 2016. The raw count for the twelve-hour period between 6:00 am and 6:00 pm is shown below.

The count shows that for the twelve-hour period, fifty-two percent of the traffic enters the intersection from I-189 (9161 vehicles), twenty-nine percent enters the intersection from the north (5072 vehicles) and that nineteen percent enters from the south (3389 vehicles).

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The count further indicates that forty-one percent of the vehicles that enter from I-189 are making a right turn via the I-189 to US 7 slip lane (3713 vehicles) and that fifty-seven percent are turning left onto US 7 (5240 vehicles).



The count also shows that, twenty-six percent of the traffic that is using the I-189 to US 7 slip lane, is using it during the morning peak hour (7:30 am to 8:30 am) and that a similar proportion (24%) is also using the slip lane in the afternoon peak hour (4:45 pm to 5:45 pm).

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The count indicates that about two-hundred and seventeen vehicles enter the one-way drive to the plaza and that of these motorists, fifty-percent are entering the drive during the 4:45 pm to 5:45 pm peak hour.

Traffic Control Devices

This intersection is controlled by a traffic signal. This signal is installed on a spanwire. The strain poles are located on the northeast and the southwest corner of the intersection respectively. Luminaires are installed on these two strain poles to light up the intersection. There is a separate luminaire used to illuminate the slip lane.

There is one signal head per lane on US 7 while traveling southbound (one for each of the three lanes). Prior to 2009, there were only two signal heads for these three southbound lanes.

Traveling northbound, there is also one signal head for each of the two lanes. Similarly, when traveling westbound off I-189, there is also one signal head per lane. These signal heads have backplates. Prior to 2009, these signal heads did not have backplates.

The I-189 to US 7 slip lane is not signalized. It is controlled by a yield sign. There is a crosswalk along the I-189 approach and the slip lane. Pedestrian signs with a down arrow are at the crosswalk.

There is a “no left turn” sign on the spanwire to prohibit northbound motorists from making a left turn onto the drive of the shopping plaza.

The traffic signal is part of a coordination system with other signals at the shopping plaza, Home Ave, Flynn Ave and Prospect Parkway. Depending on the time of the day, the cycle length is either seventy, eighty or ninety seconds. The I-189 ramp has two seconds of all red, while the all-red phase on US 7 is one second¹.

¹ Source: Signal Timings Shelburne & Ramp C, Last Modified September 29, 2016

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Past Projects

Project NH 2726(1)1S was for the resurfacing of US 7. This project was completed in 2010. As part of this project, traffic signs were updated or added.

Backplates were added to the westbound traffic signal heads sometime in 2009. The signal heads for southbound traffic were rearranged also sometime in 2009 and one more signal head was added in order to have one signal head per travel lane.

Future Projects

Project Burlington MEGC M5000 (1) is a proposed new route (the Champlain Parkway) that will extend from I-189 and continue north to Lakeside Avenue, east to Pine Street and back north to Main Street. Construction is anticipated to start in 2020. This project is expected to alleviate congestion at the US 7 and I-189 westbound off ramp as concluded by a CCRPC study of the Shelburne Road Corridor in 2012².

As part of this corridor study, the CCRPC's regional travel demand model was used to forecast traffic volumes for 2035. One of the scenarios included the road network with the addition of the new Champlain Parkway. The study estimated that about sixty percent less traffic would use Shelburne Road near the I-189 interchange if the Champlain Parkway was completed and that 2035 traffic volumes would be at levels slightly lower than currently being experienced.

Crash History

The crash history was reviewed at this intersection for the five-year period covering the years 2011 to 2015. There were fifty-nine crashes at this intersection during this period.

Three main crash patterns can be identified. One of the patterns is a rear-end crash on the I-189 to US 7 slip lane (22% of all crashes). A second pattern is a rear-end crash on the westbound I-189 approach, in either left turn lane (20% of all crashes). A third pattern is a right

² https://ccrpcvt-public.sharepoint.com/Studies%20and%20Reports/Shelburne_Road_Corridor_Study_Final_December_2012.pdf

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angle crash between a vehicle coming off the ramp and a vehicle on US 7 vehicle (12% of all crashes).

Most of the rear-end crashes on the slip lane were due to the motorist in the vehicle following the first vehicle not realizing that that vehicle in front had stopped, usually because he/she was looking to the left for oncoming traffic. Five of these crashes happened during the afternoon peak hour, four happened during the morning peak hour and four others at other times of the day.

The other group of rear-end crashes is happening in the storage lanes of one of the two left turn lanes on the I-189 westbound off ramp. Fifty-eight percent of these crashes were caused when the vehicle in front of the rear-ending vehicle stopped for the red light or for traffic.

The majority of the right angle crashes that involved a vehicle coming off I-189 also involved a vehicle that was traveling south. The vehicles that were coming off I-189 were continuing across US 7 to the plaza. With the exception of one crash that happened when the signal was in flashing mode, all of these right angle crashes were due to a motorist who ran the red light. Three of the six crashes involved somebody who ran the light from the ramp, two other crashes had a motorist running the light from the north and one crash had a motorist running the light from the south.

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

Current Local Concerns

Traffic on the I-189 westbound off ramp is known to be backing up for several thousand feet during the morning commute period.

During the afternoon commute, traffic has been observed to be backing up from Shaw's and preventing the traffic on the slip lane to enter US 7.

The controller is currently located on the east side of the intersection in the island between the slip lane and the left turn lanes. This is the third controller to be used at this intersection as the previous two got hit by a vehicle.

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On I-189, some motorists are driving too fast for the curve just before the intersection. Luminaires have been hit in the past.

Major changes to the intersection could set a new baseline and affect the Act 250 determination for the Champlain Parkway.

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: Red Light Running & Right Angle Crashes

There has been evidence of red light running crashes at this intersection during the last five-year, crash reporting period. In half of the cases, the vehicle that ran the red light was coming off I-189 and was intending to continue across to the plaza. The timing plans dated September 29, 2016, show two seconds of all-red interval for vehicles coming off I-189 and one second of all-red for vehicles on US 7 in either direction.

Safety Enhancements:

Short to Mid

All-Red Interval: Verify that the all-red interval for US 7 meets the standard calculation recommended in NCHRP 731.

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Red Clearance Interval

The red clearance interval (R) is calculated using Equation B:

$$R = \frac{W+L}{1.47V} - 1 \quad \text{Equation B}$$

Where:

- W = intersection width measured from the back/upstream edge of the approaching movement stop line to the far side of the intersection as defined by the extension of the curb line or outside edge of the farthest travel lane (ft)
- L = length of vehicle (ft); *set at 20 feet*
- V = 85th percentile approach speed (mph)

Dilemma Zone: Enhance the signal by adding dilemma zone protection for the westbound approach during off peak times.

Concern: Rear-End Crashes on the Slip Lane

There is evidence of rear-end crashes on the slip lane. These crashes are mostly due because motorists must turn their heads significantly in order to be able to see oncoming traffic from the left. The vehicle in front stops because the way is not clear and the motorist behind realizes that the vehicle in front has stopped but cannot react in time.

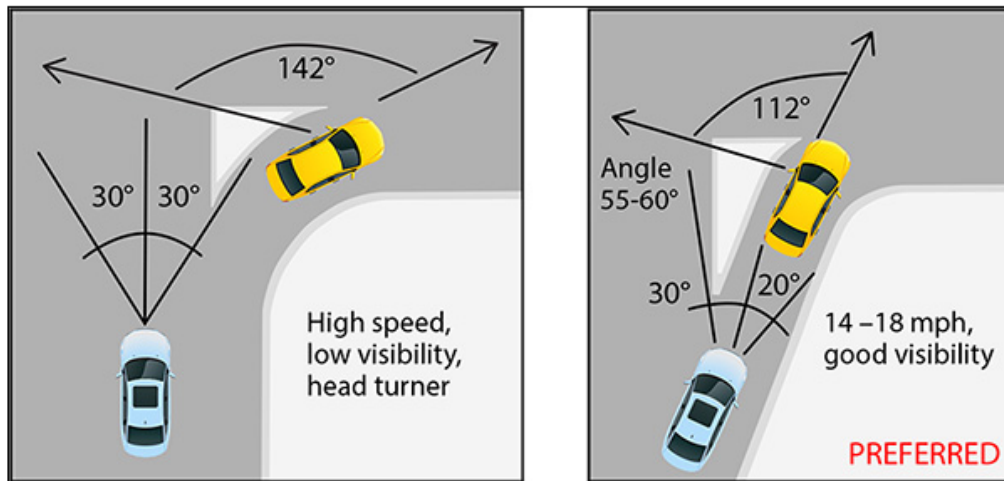
Mid to Long Term

Redesign the slip lane by tightening the radius and reducing the angle of the slip lane to provide a better line of sight for turning traffic. The ramp design shown on the right in the diagram³ bellow illustrates this concept. In order to achieve this, the controller will have to be relocated as is the strain pole that is currently located in the island.

³ Handbook for Designing Roadways for the Aging Population, FHWA, 2014

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A suggested rough estimate of the costs to implement this countermeasure is \$30,000 to \$50,000. The expected crash reduction from the CMF Clearinghouse for this countermeasure is 60% (CMF ID 8431). This crash reduction would only apply to the rear-end crashes that are taking place at the slip lane. Given these assumptions, a range of benefits-to-costs ratios is 6.15 to 10.25.

Long Term

Construct a second right turn lane on the slip lane. This will require some right-of-way. The slip lanes will have to be signalized.

There is one crash reduction factor in the CMF Clearinghouse for the addition of a lane to an existing right turn lane (CMF ID 2385). This crash reduction factor is rated with two stars and is thus more or less reliable. However, it does provide a ballpark figure. According to this reduction factor, rear-end crashes could be reduced by 24%. With this crash reduction factor, a benefits-to-costs ratio equal to 1 can only be obtained if the costs do not exceed \$123,000.

While a dual right turn lane is advisable to improve capacity, the resulting safety benefits may be too low to justify its implementation from a safety perspective.

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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 the respective parties for further consideration.

Potential Safety Enhancements Summary Table

Safety Concern	Safety Enhancement	Responsibility	Safety Payoff	Time Frame	Cost
Red Light Running & Right Angle Crashes	Verify that the all-red interval for US 7 meets the standard calculation recommended in NCHRP 731	City	20% reduction, all crashes ⁴	Short	Low
	Add dilemma zone protection for the westbound approach during off peak times (I-189)	VTrans (through HSIP project)	43% reduction, angle crashes ⁵	Mid	Mid
Rear-End Crashes on the Slip Lane	Reducing the angle of the slip lane to provide a better line of sight for turning traffic	VTrans (through HSIP project)	60% reduction, rear-end crashes ⁶	Mid	Mid (\$30,000, B/C= 10.25)
	Add a dual right turn lane	VTrans (AMP)	24% reduction, rear-end crashes ⁷	Long	High (note B/C = 1 only when C <=\$123000)

⁴ CMF ID 4211

⁵ CMF ID 4854

⁶ CMF ID 8431

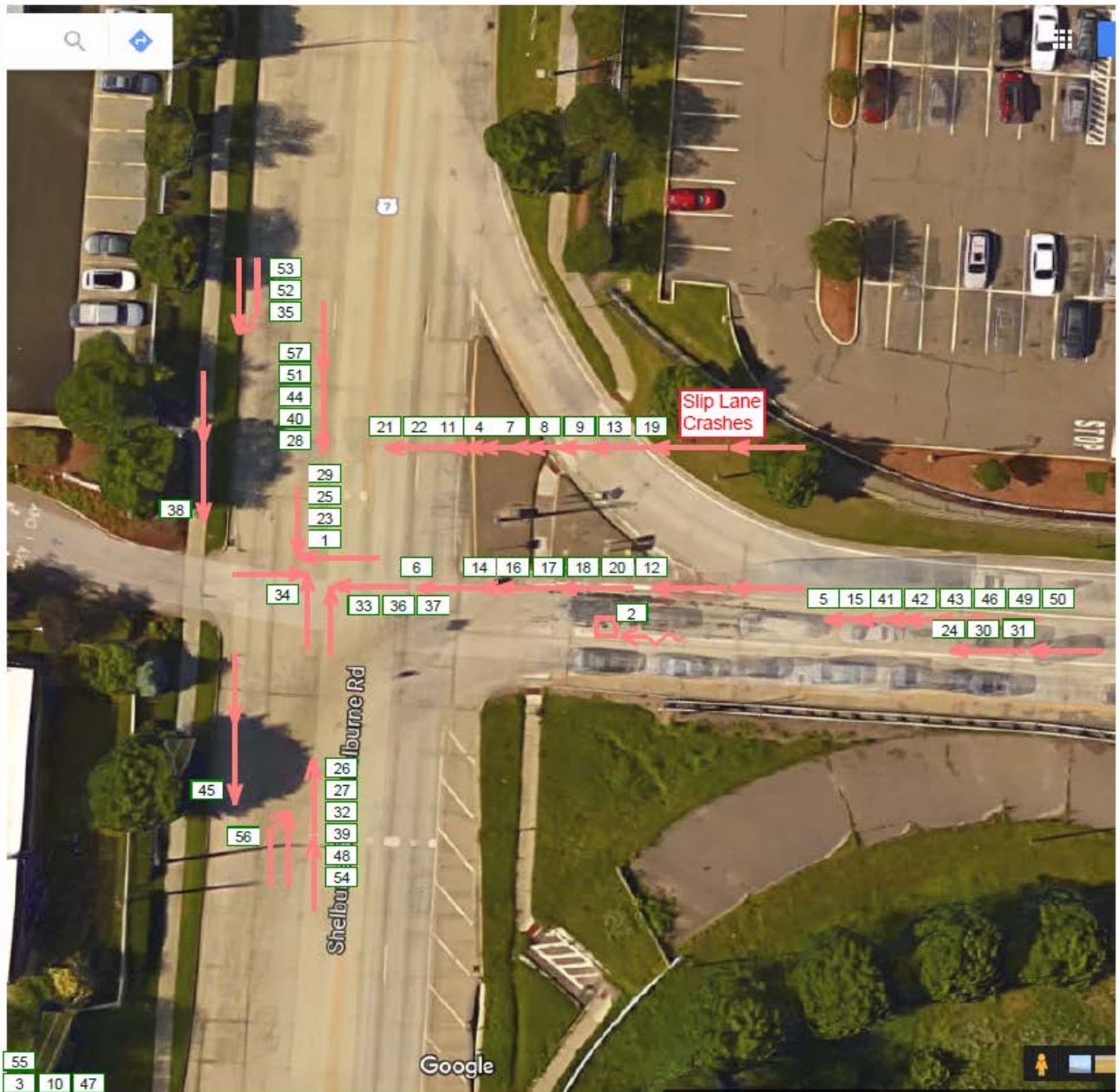
⁷ CMF ID 2385, might not be able to justify this countermeasure in terms of safety since the costs cannot exceed \$120,000 to get a safety B/C ratio = 1

COLLISION DIAGRAM

Key Number =

MUNICIPALITY: Burlington COUNTY: _____
 INTERSECTION: I-189/US-7
 PERIOD: 5 YEARS 0 MONTHS FROM 1/1/2011 TO 12/31/2015

FILE: I189US7inters
 CASE #: _____
 BY: _____ DATE: 2/23/2017



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 ANGLE
■	Fatal	↘↙	SIDE SWIPE

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
1	US 7	0.16	3/22/2011	16:16	Clear	0	0	Other - Explain in Narrative	On 03/22/2011, I responded to the area of 555 Shelburne Road (just south of Price Chopper) for a report of a two-car crash. Upon arrival I observed vehicle #1 in front of vehicle #2 facing south on the western-most side of the road. Operator #1 stated that she attempted to merge while traveling south at which time her vehicle struck vehicle #2. Operator #2 confirmed this account.
2	US 7	0.16	6/12/2011	11:37	Clear	0	0	Rear End	V1 was traveling directly behind V2 getting onto Shelburne Rd from the I-89 exit. V1 collided into the rear of V2 at the light, which was red. Operator of V1 stated that she did not see V2 stop and collided into the rear of it. Operator of V2 stated that she felt the impact of V1.
3	US 7	0.16	9/6/2011	7:26	Cloudy	0	0	Rear End	On 9-6-11, I responded to the parking lot of Shaw's in South Burlington for the report to a motor vehicle accident involving two cars. Operator 1 stated that she was traveling on I-189 heading towards Shelburne Rd on the off ramp when she noticed the vehicle in front of her was stopped. Operator 1 stated she applied the brakes but could not stop in time due to the wet road conditions. V1 rear-ended V2. Vehicle 1 was traveling too fast to make a full complete stop prior to hitting Vehicle 2.
4	US 7	0.16	11/3/2011	7:40	Clear	0	0	Rear End	Operator 2 was stopped north bound on Shelburne Rd in the left lane at the traffic signal for Shelburne Rd and 189 Exit on 11-03-11. Operator 2 stated she had come to a complete stop and was approximately 5 cars back in a line of cars at the traffic signal. Operator #2 stated she heard a bang and her car was struck from behind by a silver colored mid-sized vehicle.

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
5	US 7	0.16	12/15/2011	15:00	Cloudy	1	0	Rear End	On 12/15/2011. Operator 2 said she was driving south on Shelburne Street in Burlington in the far right lane. She said when she was stopped in front of Buffalo Wild Wings (555 Shelburne Street) she was rear ended by an unknown vehicle. Operator 2 told me she could not see which vehicle struck her because there were so many vehicles nearby, and she pulled into Bourne's to call SBPD. I also spoke with the passenger in vehicle 2, Passenger 1, who confirmed Operator 2's version of events. Passenger 1 also said he did not see the suspect vehicle, stating traffic was extremely heavy. Inj 3
6	US 7	0.16	9/14/2012	19:51	Clear	1	0	Right Turn-Same Direction-Rear End ^--^-	On 9/14/12, Operator 1 advised he was operating a motorcycle on Shelburne Rd. He stated as he approached the intersection of Shelburne Rd and 189 he thought the truck in front of him was going straight. He stated instead the truck turned wide and made a right into the parking lot of Buffalo Wild Wings. Operator 1 stated at this time he struck the rear of the truck at approximately 5 mph. While on scene, I spoke to Operator 2 who said that as he was making a right hand turn into the parking lot of Buffalo Wild Wings a motorcycle struck the right rear of his truck. Operator 2 estimated the speed of the motorcycle to be about 5 mph and advised he did use the signal light when turning. There did not appear to be any defects or debris contributing to the crash. The accident occurred at dark and the pavement was dry. Witness 1 who was riding his motorcycle with Operator 1 advised of the same story. Inj 4

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
7	US 7	0.16	12/25/2012	22:23	Clear	0	0	Rear End	V2 was northbound on Shelburne Rd in the left lane. V2 was stopped at a steady red light on Shelburne Rd at 189. Operator #2 stated she did not observe or hear anything before V2 was struck by v1. Operator #2 said she had been stepping on break pedal at time of the accident. The passenger in V2 stated he heard and observed nothing until they were struck by V1. V1 was northbound on Shelburne Rd in the left lane approaching the traffic signal on Shelburne Rd at 189. Operator #1 stated he was looking for some place to eat and looked towards Buffalo Wild Wings and did not see Vehicle 2 stopped in front of him at the red light. I observed the damage to the rear of V2 and the front of V1 to be consistent to the rear end collision.
8	US 7	0.16	5/2/2015	17:43	Clear	0	0	Same Direction Sideswipe	On 05/02/2015, Operator 2 advised she was traveling southbound on Shelburne Rd in the outside lane at approximately 10 mph, when a vehicle in the center lane attempted to merge into her lane, but struck the rear of Operator 2's vehicle instead. Operator 2 advised the front passenger side of the other vehicle is what hit her vehicle. Operator 1 advised she was in the middle lane attempting to merge to the right and struck the other vehicle with the front passenger side of her vehicle. Operator 1 advised she was traveling approximately 28 mph.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
9	US 7	0.17	5/12/2011	17:00	[No Weather]	0	0	[No Direction of Collision]	2 Vehicle MVA at intersection. Operator 2 stated that he was the last operator to clear the intersection from Westbound on I-189 at Shelburne Road to continue straight (West) through the intersection to enter into the 595 Shelburne Road plaza. Operator 2 stated that he was in the Right Hand lane. He stated that Operator 1 entered into the intersection earlier than the other vehicles and that he made contact with Operator 1. Operator 1 stated that he was stopped in the center of three lanes of traffic Southbound on Shelburne Road at I189. He stated that when his light cycled to green, he began moving forward as Operator 2 entered into the intersection and made contact with his vehicle. Red Light Running
10	US 7	0.17	5/28/2011	14:00	Cloudy	0	0	No Turns- Thru moves only- Broadside ^<	A reported two car head on accident. Operator 1 advised she was west bound on I-89 intending to cross Rt 7 into the Price Chopper lot. Operator 1 said she thought the light was green but admitted she was not sure. Operator 1 advised she was not paying proper attention to her driving. Operator 2 advised she was southbound on Shelburne St (Rt 7) and had stopped at the light on Shelburne and I-89. Operator 2 advised that the light had turned green and "a car came out of nowhere" and struck her vehicle. A witness stopped and advised he was behind Vehicle 2 and saw the accident. The witness told me he was stopped then moved when the light turned green. The witness advised as Vehicle 2 moved into the intersection it was struck by Vehicle 1. Red Light Running

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
11	US 7	0.17	12/16/2011	19:11	Clear	0	0	No Turns- Thru moves only- Broadside ^<	AT SHAW's (not at I189). Operator 1 stated she was traveling South St approximately 20-25 mph, when V1 struck V2. Operator 1 stated that she had a green light and V2 just ran the light. I asked Operator 1 if she was sure it was green and she said, "no, it could have been yellow." Operator 2 stated that she was waiting to cross Shelburne Rd from the Shaw's Plaza (west) to the Price Chopper Plaza (East). Operator 2 stated that she was first in line at the red light. When the light turned green, she proceeded into the intersection and was struck by Vehicle 1. Operator 2 estimated her speed at 10 mph. There was no skid marks and damage was constant with operator statements.
12	US 7	0.17	1/26/2012	20:30	Sleet- Hail (Freezing Rain or Drizzle)	0	0	Left Turn and Thru- Broadside v<- -	On 1/25/12 at approximately 2030 hours, I responded to the area of 695 Shelburne Rd for a report of a 2-car accident. I was advised that operator 1 was traveling north on Shelburne Rd and was unable to stop for a red light due to the icy road conditions. Vehicle 1 slid through the light north bound on Shelburne Rd. Went over the curb and hit a road sign and then Vehicle 2 which was at a stop on the exit ramp of I-189. Operator 2 advised he saw the vehicle sliding through the light and did not advance on the green light due to the oncoming traffic. Vehicle 1 struck Vehicle 2 on the driver side at the driver door causing damage. Red light Running?

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
13	US 7	0.17	4/6/2012	16:44	Clear	0	0	Rear End	<p>This is a motor vehicle crash that occurred on April 6, 2012. The incident occurred in the southbound lane of Shelburne Road. The point of impact occurred on the over-pass, located directly in front of the Buffalo Wild Wings restaurant. Buffalo Wild Wings is located at 555 Shelburne Road. Operator #1 advised he was traveling south on Shelburne Road. Operator #1 advised traffic was heavy at the time of operation and he was traveling with the flow of traffic. Operator #1 estimated his speed to be less than 5 mph. Operator #1 advised he was traveling directly behind vehicle #2 as he drove south. Operator #1 advised vehicle #2 suddenly stopped in front of him. Operator #1 advised he applied his brakes in an effort to stop, but was unable to slow down in a timely manner. Operator #1 advised his motorcycle impacted the rear bumper of vehicle #2 as a result. Operator #2 advised he was traveling south on Shelburne Road with the flow of traffic. Operator #2 advised traffic was heavy at the time of his operation. Operator #2 advised the vehicles in front of him came to a stop, so he did the same. Operator #2 advised he was at a complete stop in traffic, when he was impacted from behind by vehicle #1.</p>

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
14	US 7	0.17	7/21/2012	8:19	Clear	0	0	[No Direction of Collision]	On 7-21-12, crash in where a driver ran a red light and collided with another vehicle. Operator 2 stated that she was coming off of 189 and turned south on Shelburne Rd and that she had a green light. She stated that she noticed Vehicle 1 coming at a high rate of speed towards her and was not slowing down for the red light. Vehicle 1 collided with Vehicle 2 in the middle of the intersection of Shelburne Rd and Rt 189. Operator 1 stated that she was traveling north on Shelburne Rd and she stated that she thought the light was green but does not remember. Witness was directly behind Vehicle 1. This witness stated to officer that the traffic light was in fact red at the time Operator 1 went through. Red Light Running
15	US 7	0.17	8/15/2013	15:07	Clear	0	0	Left Turns-Same Direction-Rear End v--v--	On 08/15/13, Operator 1 was in the left lane on Route 189 West and was making a left turn onto Shelburne Operator 2 was in the center lane on Route 189 west and was also making a left turn onto Shelburne Rd. Both operators told me that Operator 1 drifted to the right while making the turn and came into Operator 2's lane. This caused the front corner of Vehicle 1 to collide with the rear driver's side of Vehicle 2.
16	US 7	0.17	10/14/2013	13:33	Rain	0	0	Rear End	A tractor-trailer unit (V1) skid, south- bound in the west-most lane of southbound traffic, into a silver sedan (V2) stopped at the intersection with I-189 Southbound. Op 1 was driving at 25-30 mph and saw the car in front of him stopped and he tried to stop, but it locked up his brakes and slid into the vehicle.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
17	US 7	0.17	11/7/2013	9:10	Rain	0	0	Other - Explain in Narrative	Operator 1 was on 189 and turned south in the outside turning (western most). He advised that he lost control of his vehicle on the slippery wet road, and then back end of his car spun around until the front driver's side collided with the side of Vehicle 2 as Vehicle 2 was proceeding southbound on Shelburne Rd from 189 in the inner most eastern lane. Operator 2 told me he was coming off 189 and in the inner turning lane southbound when Vehicle 1 spun around and came into his lane and struck the side of his vehicle.
18	US 7	0.17	5/2/2014	19:25	Clear	0	0	Rear End	On 5/2/14. Intersection of Shelburne Rd and 189. Op 2 who advised she was stopped on the westbound exit of 189 at Shelburne Rd. Operator 2 was waiting to proceed through the intersection when she was rear ended by vehicle 1. Operator 1 advised that he was traveling approximately 25 mph through when V2 stopped in front of him. Operator 1 was not able to stop in time before he struck Vehicle 2 from behind. At the time of the crash, it was daylight and the road was dry. Road conditions do not appear to be a factor in the crash.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
19	US 7	0.17	5/20/2014	12:53	Clear	0	0	[No Direction of Collision]	On 5/20/14, Shelburne Rd near the intersection with Route 189. There was a witness to the accident that had been following behind vehicle 2. Operator 1 said she had been west bound on the off ramp on Rt-189 exiting onto Shelburne Rd. She was traveling in the outside (right) lane for the left turn southbound on Shelburne Rd. After making the turn south on Shelburne Rd she started to move her vehicle into the left lane and the driver's side front quarter panel and driver's side side-view mirror collided with the passenger side of Vehicle 2. Operator 1 did not see the vehicle 2 already occupying the inside lane. Operator 2 had also been traveling west on the 189 off-ramp onto Shelburne Rd. A short distance after making the turn Vehicle 1 started to pull into his lane and collided with his vehicle. The witness had been traveling directly behind Vehicle 2 and saw vehicle 1 pull into vehicles 2's lane and collide with vehicle 2. He did not recall whether Vehicle 2 had signaled for the lane change.
20	US 7	0.17	8/15/2014	20:30	Cloudy	0	0	Rear End	On 10/15/14 Operator 1 advised she had been driving north on Shelburne Rd. She was behind vehicle 2 and reached down to grab something in the vehicle and looked away for a second. She stated Vehicle 2 had stopped for the traffic lights and she was unable to brake in time to avoid collision. Operator 2 advised she had been heading North on Shelburne Road and stopped for the red light at the 189 ramp when she was struck from behind. Operator 1 admitted fault in the accident.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
21	US 7	0.17	8/28/2014	15:40	Clear	0	0	Rear End	On 8/28/14 Shelburne Rd near I-189 exit, rear end collision while both vehicles were exiting 189 W freeway. Operator 1 stated that Vehicle 1 was following Vehicle 2 at a low speed in heavy traffic while exiting I-189. Operator 1 said that upon making a left turn and entering the intersection of Shelburne Rd, Vehicle 2 made a sudden stop possibly due to the vehicle stopping ahead. Operator 1 said he could not stop his vehicle in time and rear-ended Vehicle 2 at a low speed (5-10 mph).
22	US 7	0.17	1/14/2015	8:21	Clear	0	0	Rear End	On 1/14/14 at 0821 hours. Vehicle 1 was behind Vehicle 2 in the center lane of Southbound Shelburne Rd. As they approached the intersection with I-189, the light turned from green and vehicle 2 came to a stop. Operator 1 stated she was unable to stop her vehicle in time to avoid Vehicle 2 and believes she may have slid a short distance prior to collision. Damage was consistent with the account of events. The roads were wet at the time of the accident and it was approximately -3*.
23	US 7	0.17	10/20/2015	12:14	Cloudy	0	0	Left Turns-Same Direction-Rear End v--v--	V2 is a tractor-trailer making a left turn from the leftmost turn lane from I-189 to southbound Shelburne rd. V1 is a dump truck towing a flatbed trailer making a left turn in the lane to the right of V2. V1 entered the intersection ahead of V2. As both vehicles were turning the right, front corner of V2 made contact with the trailer of V1. The trailer of V1 cut into the body of V2. V1 left the scene without stopping. It is possible the operator of V1 did not know contact had been made.
24	US 7	0.17	11/10/2015	17:29	Clear	0	0	Same Direction Sideswipe	2-car motor vehicle crash. Sideswipe.
25	US 7	0.17	12/4/2015	20:47	Clear	0	0	Rear End	V1 following too closely to V2 causing 2 car motor vehicle crash. Rear end.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
26	US 7	0.18	8/25/2011	12:31	Clear	0	0	Same Direction Sideswipe	On August 25, 2011 at approximately 1231 hours, intersection of Shelburne Rd at Prospect Pkwy for a reported hit and run accident. Upon my arrival. Operator 2 advised that she was traveling south on Shelburne Rd in the west bound lane when another vehicle traveling south in the eastern lane crossed over the white dotted line and struck vehicle 2. The suspect continued driving without stopping.
27	US 7	0.18	1/2/2013	18:35	Clear	0	0	Rear End	V2 was southbound on Shelburne Rd in the center lane approaching the intersection with 189 off ramp. V1 was southbound on Shelburne Rd in the center lane approaching the intersection with the 189 off ramp behind V2. Operator 2 stated he was traveling south when he was struck from behind. Operator 1 stated he was traveling south when glanced up at the traffic lights for the approaching intersection. When he looked back down, he stated V2 had stopped. Operator 1 stated he did not stop in time and struck the rear of V2. The damage to the cars was consistent with the information given to me by both operators.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
28	US 7	0.20	11/15/2011	4:46	Clear	0	0	No Turns- Thru moves only- Broadside ^<	On November 15, 2011 at approximately 4:46, intersection of Shelburne Rd. and I89 for the report of a traffic incident involving two vehicles. It was also reported that there were no injuries. The vehicles involved were a large tractor-trailer and a passenger car. OP 1 stated he had been stopped at the flashing red light for the I89 off ramp, waiting to turn south onto Route 7 (Shelburne Rd.). He stated that another tractor-trailer was in front of him, and once that trailer went through the light, he made his way up to the restraining line, stopped, and then proceeded through the intersection. Operator 1 then stated that his truck was struck by Vehicle 2. Operator 1 stated that he did not see Vehicle 2, and was unsure if the vehicles lights were on. Op 2 stated that he was traveling north on Shelburne Rd, and as he approached the intersection of Shelburne Rd and I89, Vehicle 1 pulled out in front of him and he was unable to stop, and ended up crashing into the driver's side of the vehicle. Operator 2 stated that he did have his lights on and estimated he was traveling approximately 25-30 mph. It should be noted at his time of day, all traffic lights for the north and southbound traffic is flashing yellow.
29	US 7	0.20	4/11/2013	8:49	Clear	0	0	Rear End	On 4/11/2013, with no injury. It occurred on the ramp from I-89 onto Shelburne Rd north. Operator 1 admitted that he was in traffic behind vehicle 2 and had not realized it had stopped, so he rear-ended Vehicle 2. There was front end damage to the vehicle. Operator 2 advised he had braked because a vehicle ahead of him was trying to merge with traffic and then all of a sudden he was struck from behind.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
30	US 7	0.20	11/13/2014	18:06	Rain	0	0	Rear End	On 11/13/14 intersection of Shelburne Rd and I89. Operator 1 claimed to be merging onto Shelburne Rd northbound from Route 189 and was directly behind V2. She stated that Operator 2 slammed on her brakes and stopped suddenly which caused V1 to collide with V2 in a rear end collision. O1 stated there was no new damage to her vehicle and she was traveling approximately 5 mph at the time of collision. O2 gave a similar account of what happened with the accident. She stated she was merging onto Shelburne Rd northbound from Rt 189 and that she noticed that a vehicle was coming rather quickly into the lane that she was merging into. O2 said she hit her brakes and that V1 collided with V2 in a rear end collision. O2 stated there was no damage to her vehicle and that she was nearly at a complete stop at the time of the collision.

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
31	US 7	0.20	7/30/2015	21:34	Clear	0	0	Same Direction Sideswipe	On 7/30/15 Shelburne Rd at the 189 off ramp, a motor vehicle vs. TT unit. Operator 1 advised that she was making a left turn and traveling through the intersection off of 189 ramp onto Shelburne Rd in order to proceed south on Shelburne Rd. Operator 1 advised that the TT unit was next to her and was also making a left hand turn onto Shelburne Rd. Operator 1 advised the passenger side of her vehicle collided with the TT unit trailer in the intersection. Vehicle 1s speed was estimated to be 10 mph at the time of the crash. Operator 2 advised that he was making a left hand turn and traveling through the intersection of the 189 off ramp and Shelburne Rd in order to proceed south on Shelburne Rd. Operator 2 advised he was in the right hand lane of the two lanes of traffic which turn left onto Shelburne Rd in order to proceed South. Operator 2 advised that he felt that V1 must have swayed into his lane of travel in the intersection colliding with his trailer. Weather and road conditions were good at the time of the accident. It was dark out with a lighted roadway and warm. There was no precipitation and no accumulation on the roadway in the area.
32	US 7	0.20	8/19/2015	15:49	Clear	1	0	Rear End	V1 was behind V2 on Shelburne Rd just off the Northbound I-189 exit ramp. V2 stopped and V1 did not. The front bumper of V1 struck the rear bumper of V2. O1 said she failed to stop after V2 came to a complete stop. O1 said she did not expect V2 to stop because there was a yield sign at the ramp and nothing was stopping V2 from merging into Shelburne Rd traffic. Inj 4

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
33	US 7	0.25	11/4/2013	17:18	Clear	0	0	Rear End	On 11/4/13 minor vehicle accident with no injuries or fluids leaking. Operator 2 stated that he was traveling south on Shelburne Rd and had just crossed the traffic light at the intersection of Shelburne Rd. and the Burlington Plaza Shopping Center. Operator 2 said he had just traveled through the green light at the intersection and had come to a complete stop due to backed up traffic. Operator 2 said that the other vehicle involved in the accident struck the rear of his truck with his front end, in a rear-end collision. Operator 1 stated that he was at fault for the accident and that he saw the light was green and proceeded through. Operator 1 stated that he did not recognize that traffic was at a stop in front of him until it was too late and his vehicle made contact with V2. Operator 1 also clarified he was also traveling south on Shelburne Rd and struck V2 in a rear-end collision.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
34	US 7	0.26	5/1/2011	10:46	[No Weather]	1	0	[No Direction of Collision]	Operator 1 stated she was driving southbound on Shelburne Road approaching the entrance to HWY 89. She did not notice that the driver in front of her had stopped for the red light and could not stop fast enough to avoid colliding with unit 2. Operator 1 said she knows it was her fault. Operator 2 stated he was going southbound on Shelburne Road. He stated he was going to get on the highway taking him to I-89. Operator 2 stopped his vehicle at the red light just before the highway entrance ramps. Operator 2 said his vehicle was stopped for about 10 seconds when the other car hit him from behind. WITNESS STATEMENT: Witness 1 stopped to speak with police after witnessing the collision. Witness 1 was exiting HWY 189, facing westbound, and was stopped at the red light. Witness 1 said he observed one car stopped at the intersection and the other car run into the first car from behind. Inj 3
35	US 7	0.26	6/11/2012	11:03	Clear	2	0	No Turns- Thru moves only- Broadside ^<	On 6-11-12 Shelburne Rd and 189 off ramp. Operator 2 said he was traveling west on the off ramp I-189 and heading over Shelburne Rd to the parking lot of Price Chopper. He stated that there were at least 5 vehicles that went before him through the green light. He stated as he was coming through the light and crossing Shelburne Rd. he noticed Vehicle 1 traveling south on Shelburne Rd. He also noticed numerous cars that were stopped at the red light, heading south. Vehicle 1 was in the far right lane and did not have any cars in front of him. Vehicle 1 went through the intersection and struck Vehicle 2 in the front end of the vehicle. I also spoke to operator 1 who stated he was not sure what had happened and could not tell me whether the light was red or green. Red Light Running?

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
36	US 7	0.26	7/10/2012	8:10	Clear	0	0	Rear End	On 7/30/2012 Shelburne Rd at the entrance to Price Chopper Plaza. Operator 1 advised he had been traveling south on Shelburne Rd behind Vehicle 2. He advised that both he and the operator of Vehicle 2 moved into the right hand lane of traffic after the parking lot entrance. Operator 1 advised that he did not slowdown in this time and collided with Vehicle 2. Operator 1 estimated his speed to be 5 to 10 mph at the time of the accident. Operator 2 advised that he had been traveling south on Shelburne Rd in front of Vehicle 1. He advised that he moved into the right hand lane of traffic after the price chopper parking lot entrance. Operator 2 advised that he had slowed down to approximately 5 mph or less, as traffic was slowing down ahead of him. He advised that his vehicle was struck from behind by Vehicle 1. Weather and road conditions were good at the time of the crash. It was sunny and warm. Neither operator mentioned weather or road conditions playing a role in the cause of the collision. Due to the time and location of the accident, vehicular traffic was moderate in the area at the time.
37	US 7	0.26	8/18/2012	18:14	Clear	0	0	No Turns- Thru moves only- Broadside ^<	Operator 1 was south on Route 7 approaching I-189 intersection. Operator 2 was west on 189 approaching the intersection as well. Operator 2 advised that he had a green light and was entering the intersection when Operator 1 disregarded the red light and struck him at approximately 50 mph. Operator 1 advised that she was lost and was watching her gas, so she did not see that she had a red light. There was damage to the passenger side of V2. Red Light Running

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
38	US 7	0.26	3/30/2013	15:24	Clear	0	0	No Turns- Thru moves only- Broadside ^<	On 3-30-13 a 2 car motor vehicle accident at 595 Rd. There were no injuries. OP 2 who stated she had been heading west coming off highway 189 and crossing over Shelburne Rd. Vehicle 1 was heading south, vehicle 1 did not have a stop at the red light and ended up colliding with Vehicle 2 causing minor damage to the front passenger side of the vehicle. I then spoke with operator 1 who stated she was not paying attention and did not know the area well. She advised she was paying attention to the street signs and no the traffic signals and is unsure the color of the signal. Red Light Running?
39	US 7	0.26	8/20/2014	13:41	Clear	0	0	Rear End	V1 was behind V2 traveling southbound on Shelburne Rd at intersection 189. V1 failed to slow to V2 was stopping at the intersection. V2 had damage to the rear. V1 had left the scene but reportedly had minor damage to the front bumper.
40	I-189	0.00	7/21/2014	11:09	Clear	0	0	Rear End	V1 and V2 were West Bound on 189 approaching Shelburne Rd. V2 stopped for the red light. V1 failed to stop behind V2. V1 struck the rear of V2. O1 said he did not apply enough pressure on the brake.
41	I-189	0.03	11/26/2014	6:58	Clear	0	0	Rear End	Shelburne Rd meets the off ramp to I-189 for a motor vehicle accident involving two vehicles. I just spoke to the operator of V2. He stated that he was coming off I-189 and just about stopped at the traffic light, which was a solid red light. He then stated the V1 simply crashed into the rear of his vehicle. The reports of V1 stated to me, that he did not really know what happened, but he accidentally "rear-ended" V2. O1 stated that "It was my fault."

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
42	I-189	0.03	4/12/2015	12:32	Clear	0	0	Rear End	<p>The cause of the accident to be due to the first car stopping to give money to the solicitor who entered the roadway to do so. This caused V1 to stop. Operator 2's inattention was a contributing factor when V2 rear-ended V1. The weather was mostly sunny and the roadway was dry. Operator 2 said that he was in the far left turn lane on I-189 West. He said that the light turned green, he and others started to proceed, and Operator 2's phone rang, which surprised him. He looked at the floor, which was where his phone was, and the crash occurred. Operator 2 said he was shocked when he hit him, as everyone had started moving. I later confirmed via Watchguard that he said he was not sure if he could have or would have stopped in time anyway. He said he still would have hit the car, (if he was able to react) but not as hard. Operator 2 said that (V1) was in front of him and was not changing lanes. Operator 2 did not see the solicitor run into traffic. Operator 2 also did not see the car stop for the solicitor. Operator 2 said that the crash occurred in the far left lane of I-189 West, approximately 2 car lengths from the intersection (with RT. 7). Operator 1 said that he was in the far left lane, and that there were 1 or 2 cars in front of him. He was stopped, and then the light turned green. The first vehicle in line stopped to give money to the solicitor, and Operator 1 stopped because of this. Operator 1 said that the solicitor went into the road. Operator 1 said he was at a complete stop at this point.</p>

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
43	I-189	0.03	10/23/2015	10:32	Cloudy	0	0	Rear End	On 10/23/15, two vehicle crash at the intersection of I-189 West and Shelburne Road. The weather at the time of the crash was cloudy and the roadway was dry. Operator #1 said that her truck was behind vehicle #2 on I-189 West at the intersection with Shelburne Road. She said that a vehicle to the side of her truck moved, then she tapped her gas, and rear-ended vehicle #2. Operator #2, advised she was at the same intersection indicated above at a complete stop waiting for the light when her vehicle was rear-ended by vehicle #1
44	I-189	0.26	9/16/2013	15:20	Clear	0	0	Rear End	On 9/16/13, Shelburne Rd near the intersection of Rte 189. Operator 1 advised both V1 and V2 were on the exit ramp at the traffic light at the Shelburne Rd/189 intersection. O1 advised that vehicle 2 was at a complete stop directly in front of his vehicle. O1 advised that he observed traffic in the lane to his left proceed forward, westbound, and stated that he thought all traffic was moving west. O1 advised that he was in the northern most lane waiting to make a right hand turn, north into Shelburne Rd. O1 advised that when he observed the other westbound lanes begin to move, he too began to proceed forward. O1 advised that V2 was not yet moving and stated that he drove V1 into the rear of V2. O2 advised that she was in the northern most lane facing west, waiting for northbound traffic on Shelburne Road to pass before entering the roadway northbound. O2 advised that while waiting for the oncoming traffic, her vehicle (V2) was struck from behind by V1. The traffic was heavy at the time of the accident and it was daylight out. The weather was clear and the roadway was dry. The traffic signal appeared to be operating properly at the time of the accident.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
45	I-189	0.26	4/3/2014	10:14	Cloudy	0	0	Rear End	On April 4, 2014, occurred on the I89 off ramp and Shelburne Rd. O1 was traveling on the off ramp of 189 preparing to enter Shelburne Rd. O1 observed O2 roll forward and he proceeded where he struck the vehicle from behind. O1 said he was "rolling" when he struck V2 and did not have his foot on the accelerator. O2 said he was traveling on the off ramp of 189 preparing to enter Shelburne Rd. O2 said that as he proceeded he observed a truck traveling north on Shelburne Rd and yielded before entering Shelburne Rd. When stopped to yield to the truck, he was struck from behind by O1. Both operators stated that the crash occurred on the off ramp of 189 and had not yet entered Shelburne Rd.
46	I-189	0.26	6/5/2014	17:53	Clear	0	0	Rear End	O1 reported she was traveling westbound on 189 and turning North on to Shelburne Rd. She advised V2 was in front of her doing the same; the light was green at the time. O1 advised that V2 came to an abrupt stop due to an unrelated collision that occurred in the intersection. Subsequently her vehicle struck V2's rear bumper. O2 confirmed O2's account.
47	I-189	0.26	6/27/2014	15:06	Clear	0	0	Rear End	On June 27, 2014, two vehicle accident that occurred on I-189. O1 stated that she was traveling west on 189 and was exiting on the roadway and turning onto Shelburne Rd when she collided with V2. She stated she was not paying attention. O1 stated she was traveling about 5 mph. The passenger stated they were stopped and waiting to turn on to Shelburne Rd from 189 when their vehicle got struck from behind by V1.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
48	I-189	0.26	8/25/2014	9:13	Clear	0	0	Rear End	On 8/25/2014, a motor vehicle rear ending another motor vehicle on the Shelburne Rd exit off of 189 W Freeway. O1 advised that she was following O2 on the Shelburne Rd exit ramp off the 189 W freeway. O1 thought O2 was in front of her was going to continue to move forward and make a right turn onto Shelburne Rd upon approaching the intersection of Shelburne Rd and the off ramp, therefore she was looking to her left to observe upcoming traffic. But instead, V2 slowed down to the speed of almost stopping which caused her to rear end V2. O2 advised that upon approaching the exit of Shelburne Rd on off ramp 189 W, she slowed down to an almost stop because she decided to make a left turn to get onto southbound Shelburne rd. She was rear ended by V1.
49	I-189	0.26	11/2/2014	16:46	Cloudy	0	0	Rear End	On 11-02-2014, two-vehicle crash which occurred on I-189 westbound at the Shelburne Road Intersection. Traffic conditions at the time of the crash were light. Operator Statements: Op 1 advised he was traveling westbound on I-189 and was involved in some type of road rage incident with Op2. He explained there was an exchange of the finger. As he approached the Shelburne Road intersection, he was following vehicle number two. He stated he believed vehicle number two was going to "break check" him (stop abruptly). Subsequently, he got break checked and he rear ended vehicle number two. Operator Number Two: Advised he was traveling westbound on I-189 and was involved in some type of road rage incident with operator number One. He explained there was an exchange of the finger. As he approached the Shelburne Road intersection, he had to stop quickly because he misjudged what lane the vehicle in front of him. While he was stopped, he was hit by vehicle number one.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
50	I-189	0.26	11/20/2014	8:32	Clear	1	0	Rear End	Two-car crash that occurred on the off ramp of 189. O2 said she was facing west on the ramp of 189 and stopped due to the traffic. O2 said that V1 struck her rear bumper. O1 said that he was facing west on the off ramp of 189 and was stopped behind V2. O1 said he was watching traffic and his foot came off the brake and proceeded forward causing his vehicle to strike V2 in the bumper. Inj 4
51	I-189	0.26	7/14/2015	8:35	Clear	0	0	Rear End	On July 14, 2015, two-car motor vehicle accident that happened on Shelburne Rd at the I-189 exit ramp. The weather at the time of the crash was approximately 75 degrees, partially cloudy, and the road made of asphalt material, was dry and debris free. Statements: O1 was behind V2 at the merging exit from I-189 onto Shelburne Rd. O1 said that he looked and thought that V2 was beginning to merge onto Shelburne Rd, so he looked to his left to see if there were any other cars coming so he could merge onto Shelburne Rd. When O1 looked straight, again he saw that V2 had not gone, and had actually stopped. O1 was unable to stop in time before rear-ending V2. O2 stated he was attempting to exit from I-189 onto Shelburne Rd, when his vehicle was rear ended. O2 said he had stopped due to traffic before merging onto Shelburne Rd. When his vehicle was hit from behind.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
52	I-189	0.26	12/14/2015	6:03	Clear	0	0	Rear End	On 12/14/15, two-car motor vehicle crash near the intersection of RT-189 and Shelburne Rd. The weather conditions at the time were dry and the roadway was clear of debris, and of average grade and construction. O1 advised he was looking to the left for oncoming traffic and did not notice V2 had stopped. He advised he was traveling approximately less than 10 mph heading west on I189 in the turn/yield off ramp lane to Shelburne Rd. O2 advised he was stopped and his view was blocked so he did not proceed though the yield sign at RT-I189 and Shelburne Rd. He advised he was hit from behind.
53	I-189	0.26	12/16/2015	14:11	Clear	0	0	Rear End	On 12-16-15, occurred on the off ramp of I-189 heading into Burlington. V2 was stopped on the off ramp of I-189 when the accident occurred. V 1 rear ended V2 while she was stopped due to the driver not paying attention to the distance between the vehicles. Based on the damage sustained to both vehicles, V1 was traveling very slowly.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
54	I-189	0.02	12/3/2013	16:15	Cloudy	0	0	Rear End	Operator #1 advised he rear ended the other vehicle and it was his fault. Operator #1 advised Vehicle #2 had stopped for some police cars which were going through the intersection, southbound on Rte 7. He advised the cruisers had their lights on. Operator #1 advised he was going about 10-15 mph when his vehicle collided with the vehicle in front of him. He advised the front bumper of his vehicle became stuck on the trailer hitch of Vehicle #2. Operator #2 advised he stopped at the intersection and was rear ended by Vehicle #2. INVESTIGATION Operator #2 was traveling westbound at the intersection of I-189 and Rte 7 when he stopped for police cars passing through the intersection with emergency lights on. He was in the left turn lane. Upon stopping, his vehicle was struck by Vehicle #1.
55	I-189	0.02	11/6/2015	22:53	Clear	0	0	Rear End	The weather at the time of the crash was clear. STATEMENTS: Operator 1 stated that he was traveling west on Interstate 189. As he was approaching the intersection of Shelburne Road, he did not realize that a vehicle was still stopped at the light. He was unable to avoid striking the rear of the vehicle. Operator 2 stated that she was stopped at the traffic light controlling the intersection of Interstate 189 and Shelburne Road, when she was struck from behind.

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Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
56	I-189	0.07	12/29/2013	17:39	Rain	0	0	Single Vehicle Crash	On December 29, 2013, a one-car motor vehicle crash on Interstate 189 westbound. Operator #1 advised that she was traveling west on Interstate 189. She stated that she was traveling approximately 50mph in the left lane and advised she was unfamiliar with the area. She stated she and her children were headed to Middlebury. Operator #1 advised she was confused by the roadway signs and did not realize that the roadway ended at the intersection of Shelburne Road. Operator #1 advised the roadway curved just prior to the intersection of Route 7 and Interstate 189 westbound. Operator advised she thought the road went straight and so she kept going straight and went off the roadway and hit a large road sign. Investigation revealed that Vehicle #1 was traveling west on Interstate 189 in South Burlington when the operator failed to negotiate the curve near the intersection of Interstate 189 westbound and Route 7. Vehicle #1 left the roadway and struck a large sign on the south side of the roadway before coming to a position of rest in the median. At the time of the crash, the roadway was slushy and slippery due to falling precipitation. A contributing cause to this collision was confusion on the part of Operator #1 due to unfamiliarity with the area.

Crash Number	Road	Marker	Date	Time	Weather	Injuries	Fatalities	Type	Description
57	I-189	0.10	7/15/2014	8:43	Cloudy	0	0	Rear End	In the right, turn lane on Interstate 189 (westbound), .1 mile east of Shelburne Rd. It was overcast and humid out at the time of the crash. Visibility was good. The road surface was dry and clear of obstructions and hazards. O1 advised that she went to move her coffee and was distracted when she hit Vehicle 2 (V2) from behind at a speed of 5-10 mph. O2 advised that he was operating at a reduced speed of 4-5 mph, in the right turn lane, when the vehicle he was driving (V2) was struck from behind. V2 was an ambulance belonging to the City of Burlington Fire Department.
58	I-189	0.26	5/28/2013	15:37	Clear	0	0	Rear End	Op 1 said that she was driving on the off ramp on 189 getting ready to head North on Shelburne Rd and she collided into the rear bumper of vehicle 2. Said that she did not know what happened. Said that she saw the vehicle in front of her and meant to press the brakes but he foot must have slipped of on the brakes and the two vehicles collided. Op 2 said that he was on the off ramp going around the curve to the right to head north on Shelburne Road when Veh 1 collided into his rear bumper.
59	I-189	0.26	1/31/2014	19:21	Cloudy	0	0	Rear End	Off ramp where merged with Shelburne road. There is a yield sign. Op 1 said that while her vehicle was in motion she believed that vehicle in front of her had merged with traffic on Shelburne Rd. Op 1 advised she proceeded to do the same and made contact with v2. Op 2 added that he began to proceed to merge but stopped because of oncoming traffic.

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