

Town:	Saint Johnsbury	Date Reviewed:	Sept 18, 2018
Route:	US 2 and VT 18 Intersection	Mile points:	VT 18 MM 0.18-0.26 (Int 0.26), US 2 MM 6.47-6.63 (Int 6.55)

Location Map



RSAR Process

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

According to the Federal Highway Administration (FHWA), the purpose of a RSAR is to determine which elements of the road may present a safety concern, to what extent and under what circumstances as well as to identify opportunities to mitigate the identified safety concerns.

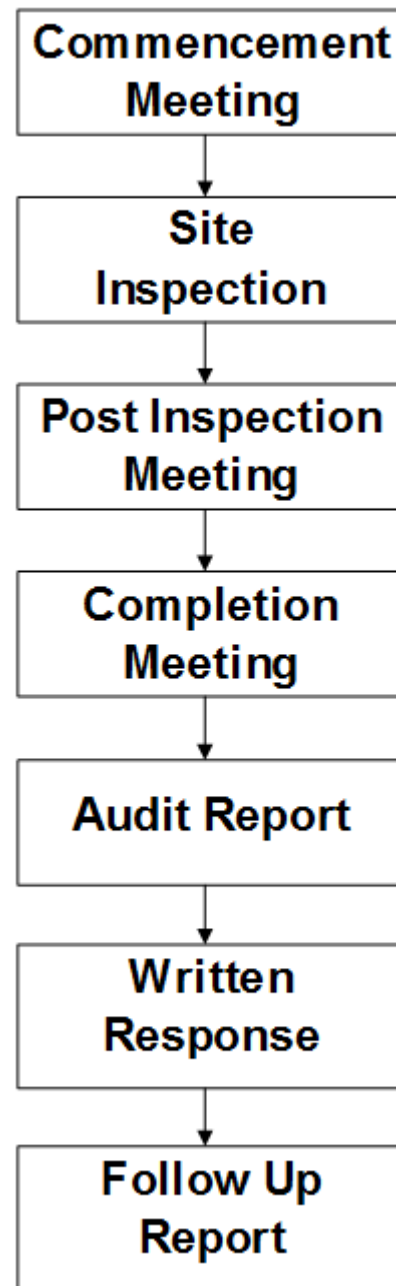
The RSAR process is composed of several steps as shown in Figure 1. The process starts with a Commencement Meeting during which the Audit Team reviews data and gathers community concerns. A Site Inspection is then performed by the Audit Team. The site visit involves the identification of safety deficiencies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

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

Location

The location of this RSAR is the intersection of US 2 and VT 18 in Saint Johnsbury and its approaches.

Figure 1 - Road Safety Audit Process



Purpose of the RSAR

This RSAR was conducted as part of the Highway Safety Improvement Program (HSIP).

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:

Shauna Clifford,	Dist 7, VTrans
Ian Griffith,	Traffic Design, VTrans
Christopher Mercon,	TSMO, VTrans
Erin Parizo,	Traffic Design, VTrans
Josh Plaksa,	OHS, VTrans

Information Reviewed

Geometry

This is a T-type intersection with VT 18 being the cross road and controlled by a stop sign. The intersection is at the bottom of a steep hill (8%) when traveling north on VT 18.

There is a 27.7-degree curve to the left when traveling eastbound on US 2.

Speed Limit

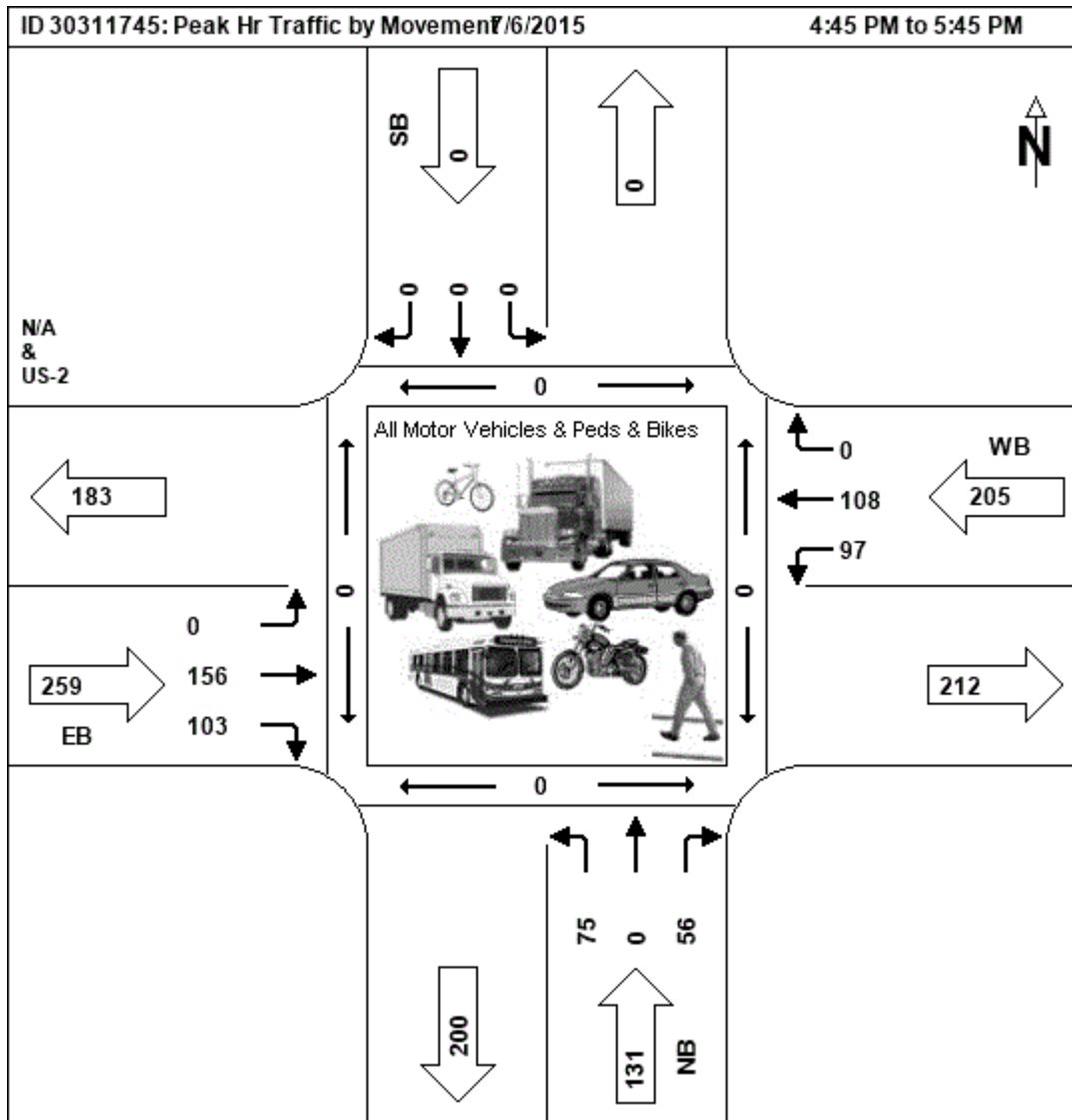
The posted speed limit is 50 mph on both US 2 and VT 18.

Traffic Volumes

The 2016 AADT on US 2 was 5700 vehicles per day and it was 2800 vehicles per day on VT 18.

A twelve-hour turning movement count was conducted by the Technical Services Section of the VTrans Maintenance and Operation Bureau in July 2015. The raw count shows that the afternoon peak hour from 4:45 pm to 5:45 pm has the largest amount of traffic. During this time period, 205 vehicles entered the intersection from the east approach. Of these, 97 vehicles

turned left and 108 continued westbound. From the west approach, 256 vehicles entered the intersection with 103 turning right and 156 continuing eastbound. From the VT 18 approach, 75 vehicles turned left and 56 turned right.



Pavement Condition

The surface condition on US 2 is rated as poor with the year of last work being 2012. The data for the surface condition on VT 18 at the intersection is unavailable but one tenth of a mile south, the surface is rated as very poor with the year of last work being 2013 (VTransparency 12/17/2018).

Traffic Control Devices

Traffic is controlled by a stop sign on VT 18. Traffic traveling from US 2 eastbound to VT 18 southbound must yield to traffic that is coming from US 2 westbound (this is controlled by a yield sign). There is a double arrow on the north side of US 2 for traffic traveling on VT 118 towards the intersection.

Past Projects

Project ST. JOHNSBURY-GUILDHALL NH SURF(32) was for the resurfacing of US 2. This project was completed in 2012.

Project BERLIN-GUILDHALL NHG SIGN(59) was for sign replacement on US 2. The completion date was June 2018.

Future Projects

Project WATERFORD-ST. JOHNSBURY STP FPAV(15) is for the paving of VT 18 in Waterford and St. Johnsbury, extending northerly to the US2 intersection. The planned construction date is between July 2019 and October 2019.

Crash History

This intersection is a high crash intersection for the 2012-2016 period.

Twelve crashes were listed to have taken place in the functional area of this intersection during this period. Upon further review, it was determined that one crash had been coded wrong and was not part of the focus area.

No concentration of a specific crash type stands out during this period. However, there are some small frequencies of specific crash types: There were a couple of right angle crashes between a vehicle that was northbound on VT 18 and a vehicle that was traveling eastbound on US 2. There were also two failure-to-yield crashes at the slip lane. In addition, there were two single motorcycle crashes with both vehicles traveling westbound.

Current Local Concerns

There are no local concerns with this intersection.

Identified Safety Concerns

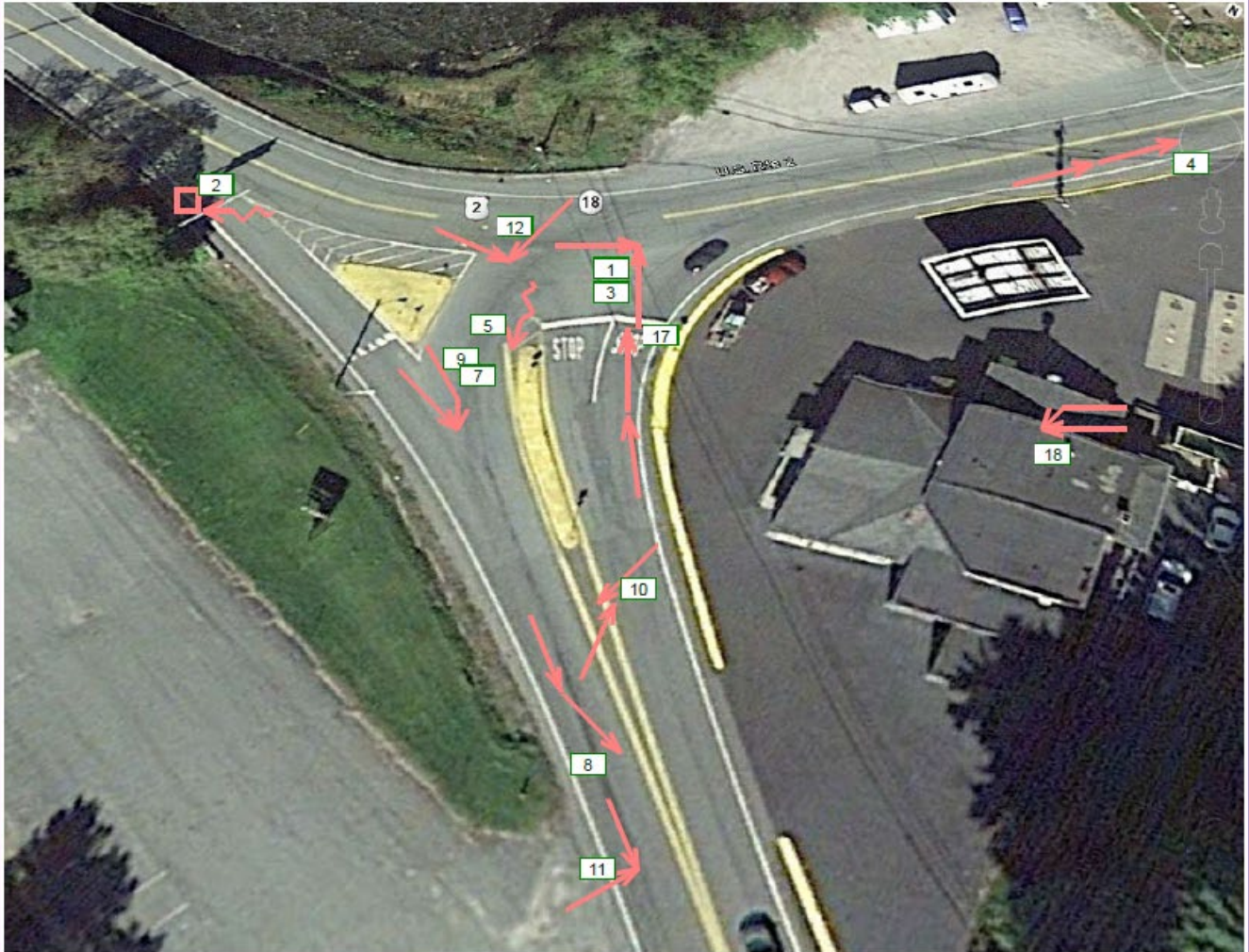
The audit team has not identified any areas of safety concern during the site inspection and from the analysis of available data.

COLLISION DIAGRAM

Key Number = _____

MUNICIPALITY: <u>St. Johnsbury</u>	COUNTY: _____	FILE: <u>stjohnsus2vt18</u>
INTERSECTION: <u>US-2VT-18</u>		CASE #: _____
PERIOD: <u>6</u> YEARS <u>9</u> MONTHS	FROM <u>1/1/2012</u> TO <u>9/10/2018</u>	BY: _____ DATE: <u>9/10/2018</u>

This site is a high crash location for 2012-2016 (last reported). Crashes # 17 & # 18 are from 2017 and 2018 respectively.



These are called Non-Reportable

- | | |
|----|-------|
| 15 | 16 |
| 6 | 13 14 |

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 #	Route	Incident #	Town	Mile	Crash Date	Time	Weather	Contributing Circumstances	Direction of Collision
1	US 2	12B101921	St. Johnsbury	6.55	06/18/2012	17:14	Clear	Disregarded traffic signs, signals,	No Turns, Thru moves
2	US 2	13B100875	St. Johnsbury	6.54	03/19/2013	15:15	Snow	Failure to keep in proper lane, Driving too fast for conditions	Single Vehicle Crash
3	US 2	14B100409	St. Johnsbury	6.54	02/07/2014	12:37	Snow	Failed to yield right of way, Made an improper turn, No improper driving	Head On
4	US 2	15B100527	St. Johnsbury	6.55	02/16/2015	15:47	Clear	Followed too closely, Visibility obstructed, No improper driving	Rear End
5	US 2	15B102176	St. Johnsbury	6.54	07/27/2015	17:22	Clear	Other improper action	Single Vehicle Crash
6	US 2	16B104203	St. Johnsbury	6.53	10/11/2016	14:42	[No Weather]		[No Direction of Collision]
7	VT 18	12B102627	St. Johnsbury	0.26	08/13/2012	15:30	Clear	Failed to yield right of way, No improper driving	Left Turn and Thru, Angle Broadside -->v--
8	VT 18	13B103484	St. Johnsbury	0.24	10/07/2013	10:16	Clear	Failed to yield right of way, Inattention, No improper driving	Same Direction Sideswipe
9	VT 18	13B104475	St. Johnsbury	0.25	12/30/2013	11:20	Clear	Failed to yield right of way, Visibility obstructed, No improper driving	Rear End
10	VT 18	13B104482	St. Johnsbury	0.22	12/31/2013	08:35	Clear	Driving too fast for conditions, Failure	Opp Direction Sideswipe

Crash #	Route	Incident #	Town	Mile	Crash Date	Time	Weather	Contributing Circumstances	Direction of Collision
								to keep in proper lane, No improper driving	
11	VT 18	14B100552	St. Johnsbury	0.26	02/18/2014	07:25	Clear	Failed to yield right of way, Made an improper turn, No improper driving	Left Turn and Thru, Angle
12	VT 18	15B103737	St. Johnsbury	0.25	12/05/2015	09:48	Cloudy	Failed to yield right of way, Not Distracted, No improper driving	Left Turn and Thru, Broadside v<--
13	US 2	14B100561	St. Johnsbury	6.55	02/18/2014	15:17	[No Weather]		[No Direction of Collision]
14	VT 18	15B101092	St. Johnsbury	0.25	04/14/2015	17:01	[No Weather]		[No Direction of Collision]
15	US 2	15B102699	St. Johnsbury	6.54	09/09/2015	18:20	[No Weather]		[No Direction of Collision]
16	US 2	15B101708	St. Johnsbury	6.54	06/16/2015	17:10	[No Weather]		[No Direction of Collision]
17	VT 18	17A401259	St. Johnsbury	0.26	03/09/2017	07:50	Snow	Driving too fast for conditions,	Rear End
18	US 2	18A404772	St. Johnsbury		9/3/2018	20:16	Rain		Same Direction Sideswipe

12B101921 1

Two vehicle crash on US Rt. 2, near the intersection of VT. Rt. 18. There were no reported injuries.

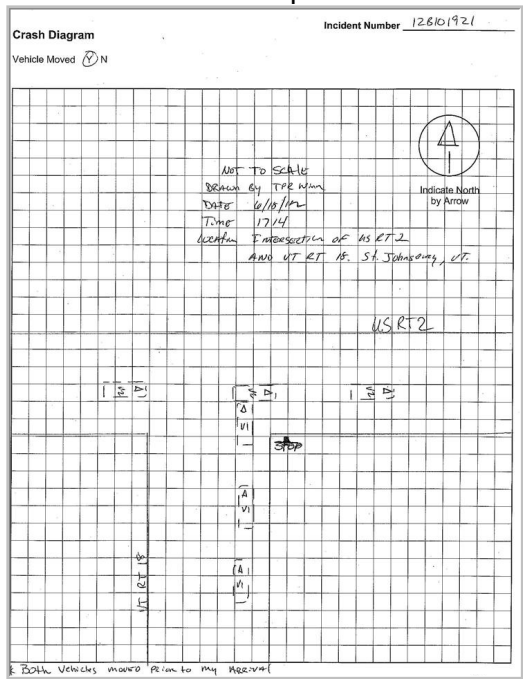
Operator 1 said she was traveling north on VT Rt.18, when she passed a motor vehicle crash involving a motorcycle. Op 1 said she was speaking with her grandson about the crash and not paying attention and she drove through a stop intersection of struck a Vehicle 1 along the passenger side. Op 1 told me she was traveling approximately 25 mph at the time of the crash and said she was wearing a seatbelt.

Operator 2 advised she was traveling east on US Rt. 2 and said as she was passing by the intersection of US Rt. 2, and VT Rt. 18, she was struck on the passenger side by vehicle 1. Op 2 told me she was wearing a seatbelt and was traveling approximately 30 mph at the time of the crash.

Investigation: Officer observed Vehicle 1, at a position of controlled rest, facing generally west in direction, parked along the north shoulder of US Rt. 2. Officer observed Vehicle 1 to have moderate front end damage and noticed the front bumper of Vehicle 1 was on the side of the road. I Observed Vehicle 2 at a position of controlled rest, facing generally west in direction, parked in the parking lot of the Pettco Junction gas station. Officer observed minor contact damage to the passenger side of Vehicle 2 that began just after the passenger side door and ended at the passenger side rear wheel well. The damage to both vehicles was consistent with operator statements.

Conclusion: The primary cause of this crash is Operator 1 failed to stop at a posted stop sign. A contributing factor to this crash was driver inattention.

Recommendations: Operator 1 was issued a written warning for a violation of Title 23 VSA 1048 (b).



13B100875 2

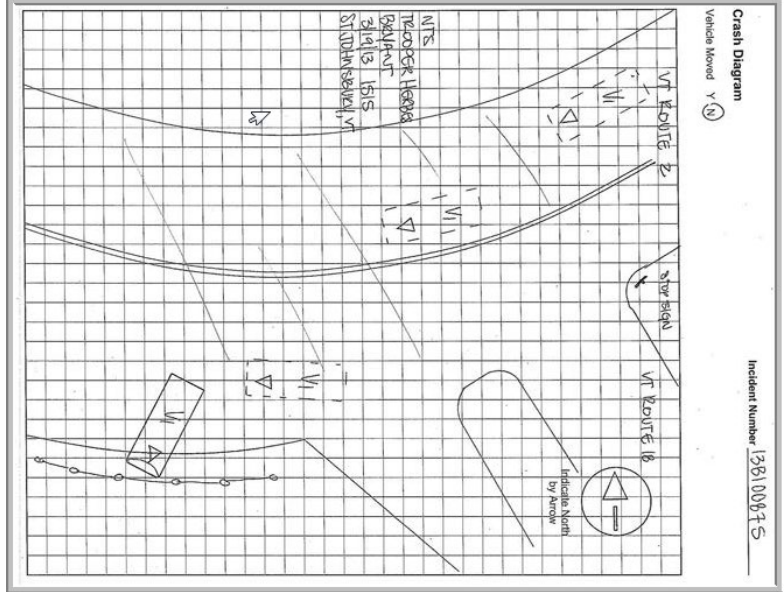
Single motor vehicle accident on US Route 2 near the intersection of Vermont Route 18. The speed limit in this section is 50 mph. The roadway was snow covered.

Operator 1 said he was traveling west on US Route 2 towards St. Johnsbury village and said he was traveling approximately 25 mph when he lost control on the turn by Vermont Route 18.

Witness stated he was traveling behind Veh 1 on US Route 2 and said he saw Veh 1 slide and hit the guardrail just west of Vermont Route 18.

Officer notes Veh 1 veered into the eastbound lane and left the roadway on the south side of the road. Vehicle struck the south guardrail and the point of contact was determined by the initial contact to the front bumper and hood. There were no skid marks made from the vehicle. Vehicle 1 sustained major damage to the front bumper and hood. Veh 1 was towed due to disabling damage.

CONCLUSION: Officer's conclusion is that the cause of this accident was due to a violation of Title 23 VSA 1031, driving to the right. A contributing factor was the snow on the roadway.



14B100409 3

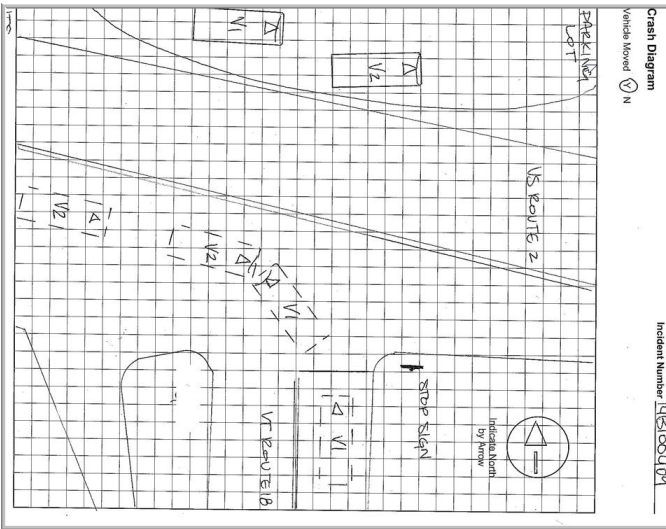
Crash involving a collision of two motor vehicles in transport. US Route 2 is a blacktop covered surface road and the roadway was snow covered.

Operator 1 said she was traveling north on Vermont Route 18 when she approached the stop sign for US Route 2. Op 1 said she came to a complete stop at the sign and watched traffic. Op 1 said she saw Vehicle 2 traveling east, but she thought it was going to turn right onto Vermont Route 18 instead of continuing east. Op 1 said she went to make a left turn and collided with Veh 2.

Operator 2 said he was traveling east on US Route 2 at approximately 35 mph when Veh 1 pulled out in front of him. Op 2 said he saw Veh 1 at the stop sign and then at the last second it just pulled out in front of him.

INVESTIGATION: Path of travel for Veh 1 prior to the collision was north on Vermont Route 18 and Veh 2 was east on US Route 2. Veh 1 turned left onto US Route 2 after stopping at the stop sign and collided with Veh 2 in the eastbound lane of US Route 2. The point of contact was determined by the initial contact to the front bumper of Veh 1 and the front right bumper of Veh 2. Vehicle 1 sustained moderate damage to the front bumper and hood. Vehicle 2 sustained minor damage to the front right bumper. No injuries were reported and neither vehicle was towed.

CONCLUSION: The cause of this accident was due to the inattention of Operator 1. A contributing factor was due to a violation of Title 23 VSA 1047, vehicle turning left.



15B100527 4

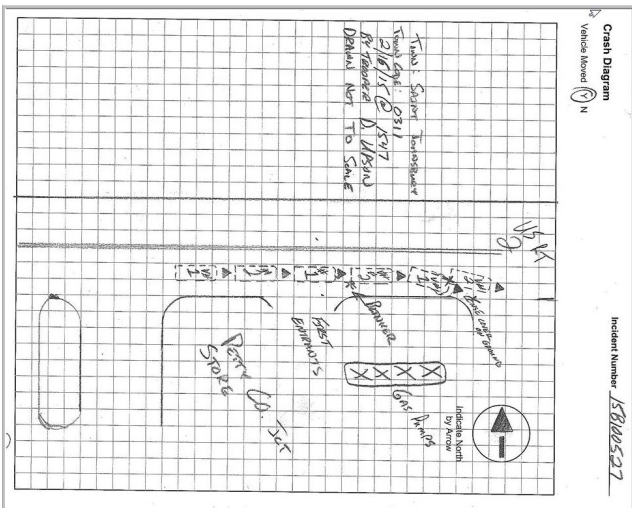
Two vehicle crash near 12 US Route 2 in Saint Johnsbury. The roadway at the location of the crash is straight. The surface of the road is asphalt and at the time of the crash was clear. The weather at the time of the crash was clear and cold.

Operator 1 advised she was traveling east on US Route 2 behind Vehicle #2. Op 1 advised Veh 2 in front of her slowed and began to turn into the store driveway. Op 1 advised she did not see a turn signal and further advised there was a glare from the sun. Op 1 added when she realized Veh 2 in front of her was turning, she attempted to avoid hitting it by slamming on her brakes.

Operator 2 advised he was traveling east on US Route 2 before turning into the store to get fuel. Op 2 advised just as he was turning into the store, he was struck from behind. When asked, Op 2 advised activating his turn signal before turning.

Investigation: Veh 1 was traveling east behind Veh 2 on US Route 2 when Veh 2 slowed to make a right turn as indicated by both operator's statements. Op 1 failed to see Veh 2's turn signal due to a significant glare caused by the sun. Veh 1 struck Veh 2 from behind while Veh 2 attempted to turn right. Damage on both vehicles lined up with both operators' statements and the location where the crash occurred was indicated by Veh 2's taillight lens, which was located just after the area of impact.

Conclusions: Op 1 failed to observe Vehicle #2 turn signal and change of speed which caused a rear end collision. A contributing factor was the afternoon sun casting a significant glare on vehicle #2's rear turn signal lens.



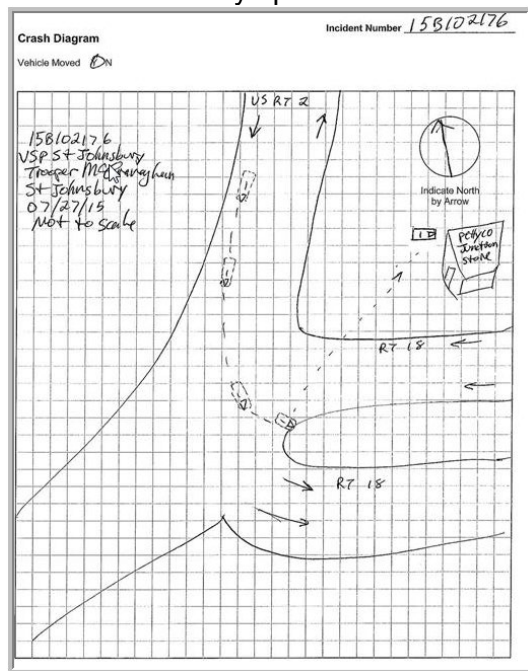
15B102176 5

Single vehicle (motorcycle) crash occurred at the intersection of RT 2 and RT 18 in the town of St Johnsbury. There was very minimal damage to the motorcycle (scraped peg) and no property damage.

The Operator advised that he had just put the plates on his bike and this was the first time out on it. He said he was headed west on RT 2, tried to make the left turn on RT 18 and laid the bike down.

Investigation: The vehicle was traveling west on RT 2 in the town of St Johnsbury. The Operator attempted to make a left turn up the hill on RT 18 and laid the motorcycle down on its left side.

Conclusion: In my opinion the cause of the crash was the Operator inexperience with the motorcycle.



15SJ004928 6 NOTE: this crash had incorrect MM assigned. Crash is not in focus area. MM has since been corrected in database.

No diagram.

A motor vehicle collision on Portland Street in front of Whites Market. The rearward Vehicle 2 appeared to have sustained damage to the left front fender area, substantial enough that the wheel well was pressed against the tire.

Operator 2 was later determined to have lost her privilege to operate a motor vehicle--it was civilly suspended.

Vehicle 1 appeared to sustain some damage to the rear bumper area primarily on the right hand side and there was a long streak in the paint down the right rear fender area.

Op 2 advised she was traveling East on Portland Street directly behind Veh 1. Op 2 advised she saw Veh 1 activate it's left turn signal so as to turn left into the White's Market Parking lot. Op 2 said she then maneuvered her vehicle to the right hand side of the caravan so as to pass by as it turned off the roadway. Op 2 advised Veh 1 then suddenly turned to the right, causing it to collide with Veh 2.

Op 1 advised she was traveling East on Portland Street when she activated her right turn signal to turn into the driveway of a residence located directly across the street from White's Market. Op 1 said she did not see Veh 2 passing on the right and their vehicles collided.

Based on the provided witness statements, Officer advised Op 1 she was at fault for the accident for failing to properly indicate her intentions to turn the motor vehicle on the roadway.

12B102627 7

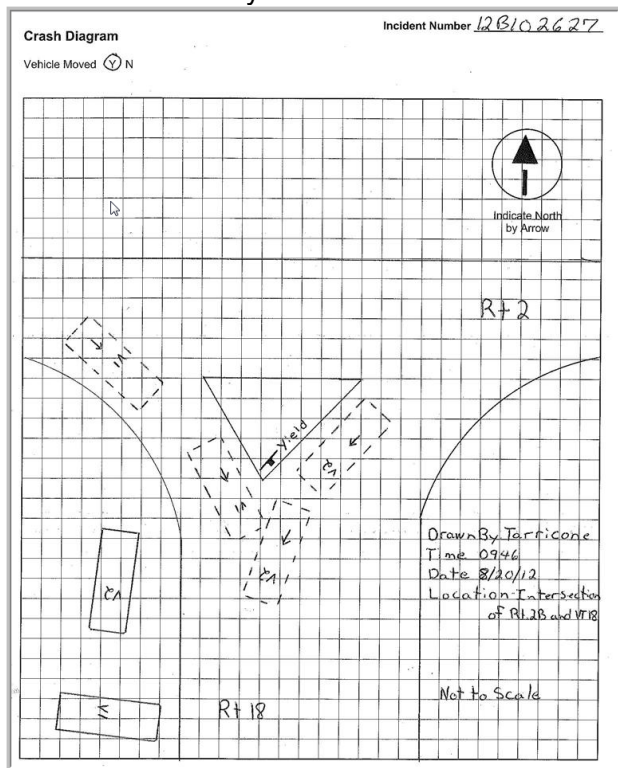
Two vehicle crash resulting in damage at the intersection of Rt. 2 and VT 18 in St Johnsbury VT.

Operator 1 advised that he was traveling east on Rt. 2, bearing right to connect onto VT 18 traveling at about 20 MPH when he collided with Vehicle 2. Op 1 said that he did not see the car there and when he did, he slammed on the brakes but it was too late. Operator 1 said that he did realize that he was supposed to yield and failed to do so. Op 1 said that he was wearing his seatbelt.

Operator 2 advised that he was traveling west on Rt. 2, bearing left to connect onto VT 18 traveling at about 15 MPH when he was struck by Vehicle 1. Op 2 explained that he was turning onto Rt. 18 when he was hit.

Investigation: Vehicle 1 had moderate damage to the front driver's side panel. Vehicle 2 had moderate damage to the rear panel of the passenger side of the car right around the rear tire. The damage on both cars was consistent with the statements of Operator #1 and Operator #2.

Conclusion: The primary cause of the crash was Op 1's failure to yield at the yield sign. Op 1 was issued a ticket for failure to yield.



13B103484 8

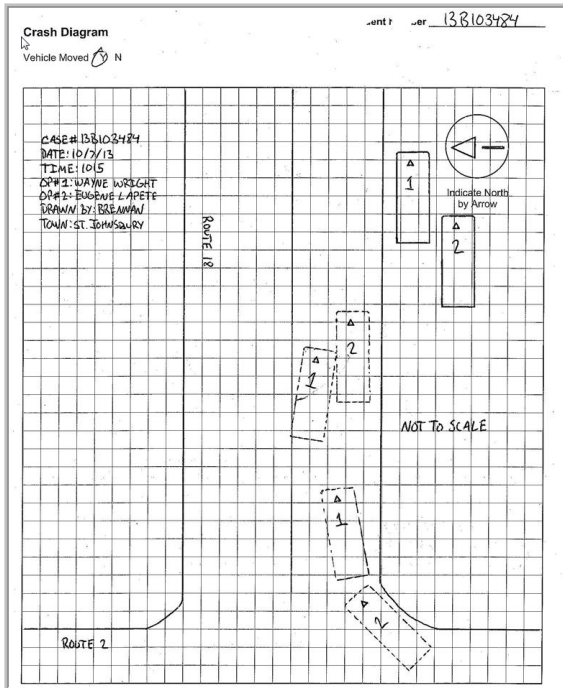
Two vehicle crash on Route 18 in the town of St. Johnsbury. The roadway was dry. The posted speed limit on Route 18 in this area is 50 mph. It was cloudy outside and the temperature was approximately 50 degrees.

Operator 1 advised that he made the turn onto Route 18 and was attempting to make a left into Pettyco Junction, he advised that he had his turn signal activated. Op 1 advised that he changed his mind mid way through the turn and pulled back out into traffic and hit Vehicle 2 who was attempting to go around him.

Operator 2 advised that Vehicle 1 had his left turn signal activated and began to execute a left turn into Pettyco Junction. Op 2 advised that he moved over to the right side of the lane and began passing the Veh 1. Op 2 advised that Veh 1 came back over into his lane and struck his vehicle.

Investigation: Vehicle 1 was traveling east on Route 18 and activated his left turn signal. He began making the left hand turn into Pettyco Junction and Vehicle 2 began to pass vehicle 1 on the right shoulder. Vehicle 1 moved back out into the general flow of traffic making contact with the rear driver's side door. Both vehicle's sustained minor.

Conclusion: The primary cause of the crash was the Op 1 failing to maintain his proper lane. This is a violation of Title 23 Vermont Statutes Annotated 1038(a).



13B104475 9

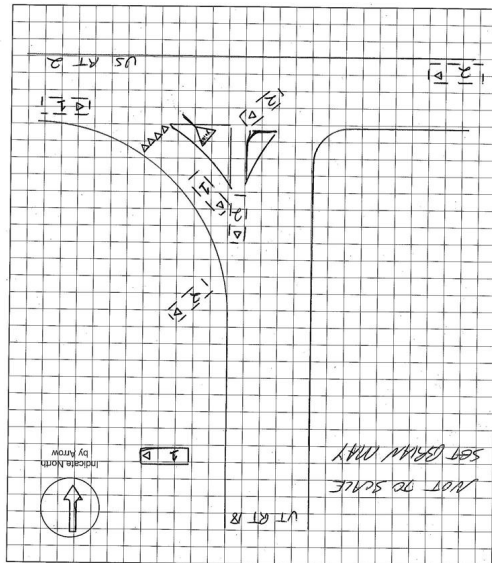
Two-vehicle crash that occurred at the intersection of VT Route 18 and US Route 2 in the Town of St. Johnsbury. The roadway was wet and partially covered with snow and slush.

Operator 1 advised he was initially traveling east on US Route and took a right onto VT Route 18. Op 1 advised he noticed the "Yield" sign intended for his lane that merges with traffic entering from the east. He advised there was a large box truck in the intersection blocking his view of Vehicle 2. Op 1 advised after merging onto VT Route 18 he saw Vehicle 2 had entered his view in front of him so he tried stopping but slid into the back passenger side quarter of Vehicle 2 due to the snow and slush.

Operator 2 advised he was initially traveling west on US Route 2 and turned left onto VT Route 18. Op 2 advised after entering the intersection where he had the right-of-way, Vehicle 1 hit him from behind on the passenger side.

INVESTIGATION: Investigation revealed Veh 1 turned right onto VT Route 18 from US Route 2 at about the same time Veh 2 turned left onto VT Route 18 from US Route 2. Vehicle 1's lane had a "Yield" sign and "Yield" markings on the asphalt indicating traffic entering from the east had the right-of-way. According to Op 1 he did not see Veh 2 enter the intersection due his view being obstructed by a box van. Veh 1 crashed into the rear passenger quarter panel of Vehicle #2 forcing it off the road. Vehicle #1 sustained front end damage and Vehicle #2 sustained right rear damage and grill damage.

CONCLUSION: The cause of this crash was Op 1 failing to yield to Veh 2 in violation of 23VSA1048(c).



Incident Number 13B104482

Crash Diagram
Vehicle Moved

13B104482 10

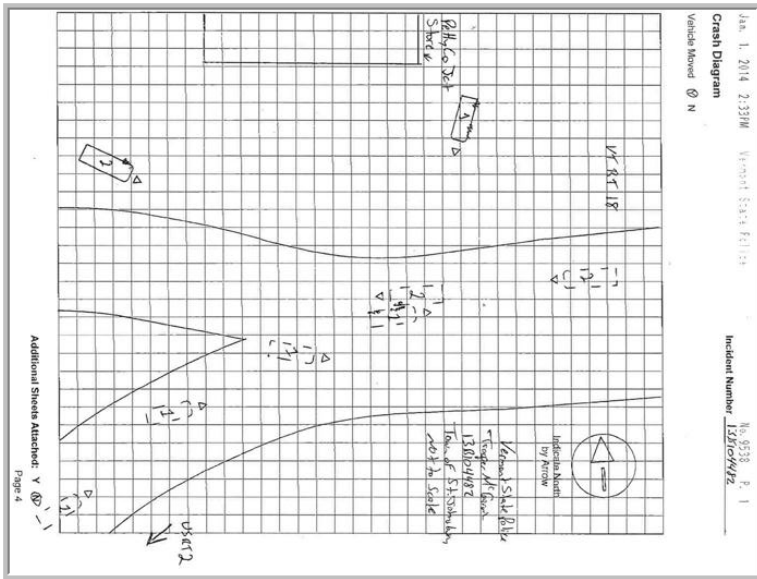
Two vehicle crash occurred on VT RT. 18 in the Town of St. Johnsbury, VT. No injuries were reported.

Operator 1 was on scene. He advised he lost control of his vehicle on the icy road. He said he tried to correct it and was able to miss two other vehicles in the road.

Operator 2 was on scene and advised she was headed down VT. RT. 18 approaching the Junction with US RT. 2 when she saw Vehicle #1 lose control. Op 2 advised she slowed down to avoid Vehicle 1 hitting her vehicle but it was to late.

Investigation revealed Vehicle #1 was traveling East on US RT. 2 prior to turning right onto VT RT. 18. The intersection was ice covered at the time. Veh 1 lost traction and slid out of control colliding into Veh 2. Veh 1 sustained damage to the driver's side of the Vehicle. Vehicle #2 sustained driver's front tire damage.

The primary cause of this crash is Operator 1 was traveling too fast for road conditions. A contributing factor is the roadway was icy at the time.



14B100552 11

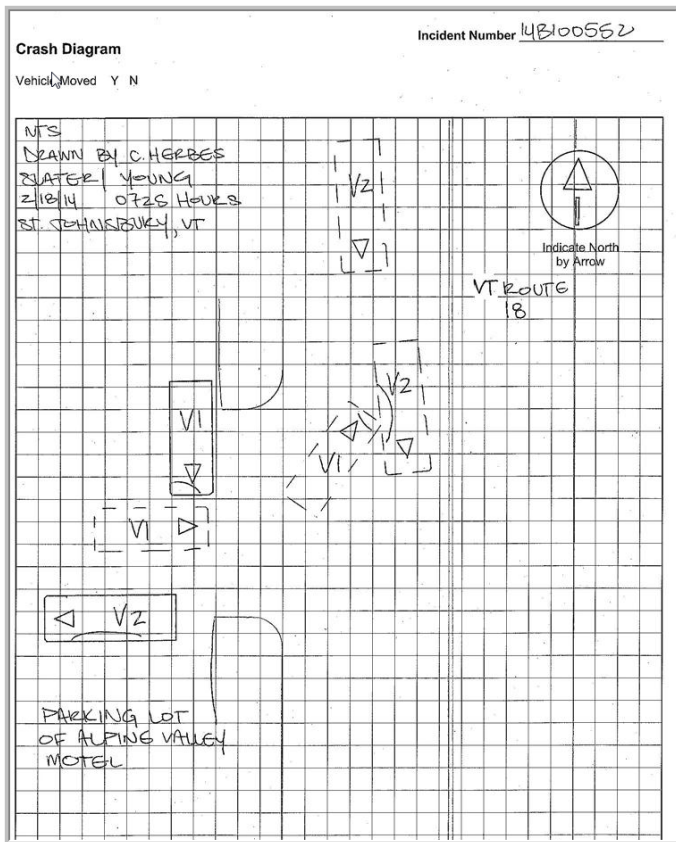
Two motor vehicles in transport. On VT Route 18 near the intersection of US Route 2. The roadway was dry.

Operator 1 stated she was leaving the parking lot of the Alpine motel when she ran into Veh 2 in the southbound lane. Op 1 said she looked both ways several times but had difficulty seeing over the snow bank. Op 1 said she thought the roadway was clear and the other vehicle came out of nowhere.

Operator 2 stated he turned right onto VT Route 18 and was travelling south at approximately 35 to 40 mph. Op 2 said he tried to swerve to avoid hitting the other when it pulled out of the parking lot and had veered into the northbound lane.

INVESTIGATION: Veh 1 was crossing VT Route 18 to head north towards US Route 2 while vehicle 2 was travelling south on VT Route 18 towards Waterford. The point of contact was determined by the initial contact to the front bumper of vehicle 1 and the passenger side of vehicle 2. There was debris in both the north and south bound lanes of VT Route 18. Vehicle 1 sustained moderate damage to the front bumper and vehicle 2 sustained minor damage to the passenger side. Neither vehicle was towed and no injuries were reported.

CONCLUSION: Officer concluded that the cause of this accident is due to the inattention of Operator 1. A contributing factor was a violation of Title 23 VSA 1049, vehicle entering from a private road.



15B103737 12

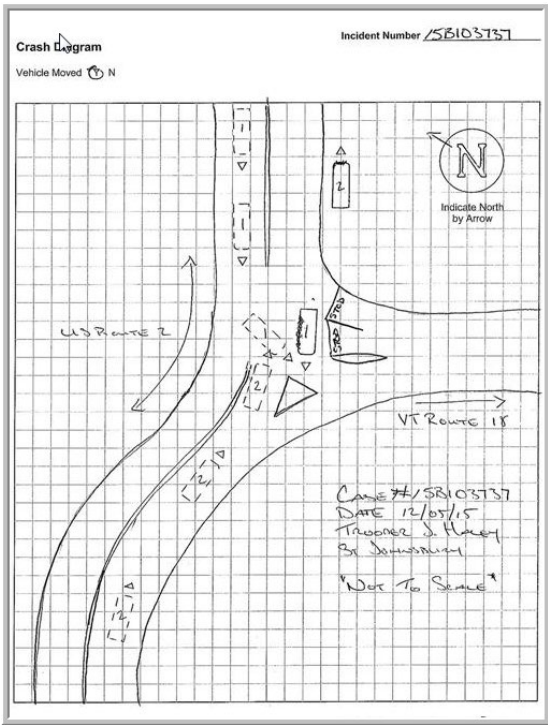
Two-vehicle crash on US Route 2 at the intersection of VT Route 18 in the Town of St. Johnsbury, VT. Both operators advised they were wearing their seat belts and were not injured.

Operator 1 advised he was traveling west on US Route 2 and had stopped to wait for oncoming traffic so he could turn left onto VT Route 18. Operator 1 stated he looked down the road before turning left and did not see Vehicle 2 traveling eastbound. Operator 1 advised he turned left and was struck on the passenger side of Vehicle 1 by Vehicle 2.

Operator 2 advised he was traveling approximately 35 MPH eastbound on US Route 2 when he came around the corner and saw Vehicle 1 turning left in front of him. Operator 2 stated he slammed on the brakes but was unable to stop before colliding with Vehicle 1.

INVESTIGATION: Investigation revealed that prior to the crash Vehicle #1 was traveling westbound on US Route #2 and was attempting to turn left onto VT Route 18, and Vehicle #2 was traveling eastbound on US Route 2. Vehicle #1 turned left into the intersection crossing the center line into the eastbound lane in front of Vehicle #2. Vehicle #2 was unable to stop and struck the passenger side of Vehicle #1. Vehicle #1 came to a position of uncontrolled rest facing west in the eastbound lane. Vehicle #2 came to a position of controlled rest in the parking lot of the gas station. Vehicle #1 sustained moderate damage to the passenger side and Vehicle #2 had minor damage to the front bumper. Both vehicles were able to drive away from the scene.

CONCLUSION: Based on the statement of both operators and the observations made, Officer's opinion that this collision occurred as a result of Operator #1 failing to yield turning left, a violation of Title 23, VSA 1047. Op 1 was issued a written warning for failure to yield left turn, which is a violation of Title 23 VSA 1047.

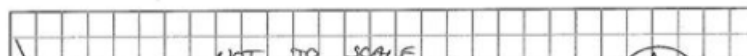


- 13 **14B100561**
- 14 **15B101092**
- 15 **15B102699**
- 16 **15B101708**
- 6 **16B104203** (this is the new crash # 6 for this site)

6, 13, 14, 15, 16 are non-reportable crashes. There is no info for these crashes.

17A401259 17

This two-vehicle crash occurred on VT RT 18 at the US RT 2 intersection in St. Johnsbury. The weather at the time was snowing and the asphalt roadway was covered with snow and slush making stopping difficult. Operator #1 advised the crash was his fault. He was traveling north on VT RT 18 when he tried to stop at the bottom of the hill where vehicle #1 had stopped at the intersection. He advised he was sliding and could not stop and was afraid he was going to crash into an ambulance, so he steered into the back of vehicle #2. Operator #2 advised he was stopped at the stop sign at the end of VT RT 18 with the intention of turning right onto US RT 2 when he was rear ended by vehicle #1. The investigation consisted of the two operator statements and the damage to both vehicles. It was all consistent with vehicle #1 hitting vehicle #2 from behind. Contributing factors were the slippery down hill road surface that was covered in fresh snow and vehicle #1 having all season tires rather than snow tires causing him to need more room to come to a complete stop.



18A404772 18

On 9/3/2018, at approximately 2016 hours, a single vehicle crashed into the guardrail on the south side of U.S route 2. Op 1 had hit another vehicle before crashing into the guardrail.

Statements:

Operator #1 said he had driven from Lyndonville, came down Severance hill and was headed west towards St. Johnsbury on U.S route 2 prior to the crash. Rodriguez was unaware he had hit another vehicle. Op 1 stated that a contributing factor to the crash was that his eye glasses had fogged up and he was not able to see very well.

Operator #2 advised he was coming from St. Johnsbury towards Concord, VT on U.S route 2 in heavy rain at approximately 20 miles per hour. Advised he was going around the corner near Petyco junction and towards the end of the corner his trailer was struck hard by vehicle 1. This collision resulted in damage to the passenger side body, one of the tires, and the back-passenger's fender was gone.

Upon investigation, officer observed vehicle 1 to be at a position of uncontrolled rest against the guardrail on the south side of U.S route 2. Vehicle 1 was facing east in the westbound lane of travel.

Operator 1 was arrested for suspicion of DUI (See DUI APC).

