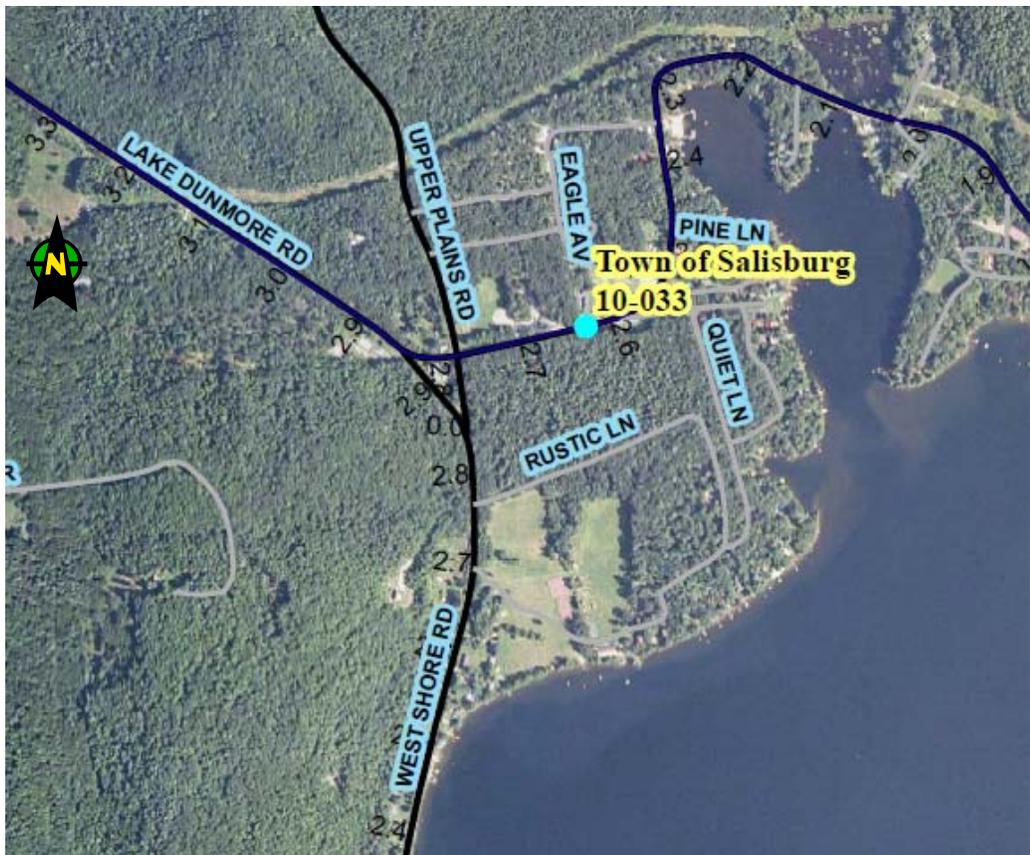


Traffic Safety Section
Highway Safety Improvement Program
Location Review

Town: Salisbury HSIP No.: 10-033
Route: FAS 0175 Lake Dunmore Rd Mile point: 2.540 – 2.840
Reviewed By: Mario Dupigny-Giroux Date Reviewed: _____

Location Map:



Observations:

Note: For this report and the development of the collision diagram, Rte 53 was taken to be a west-east road.

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While the original HSIP section is bounded by mile points 2.54 to 2.84, crashes on this segment are found in the vicinity of mile points 2.73 to 2.81. This area is characterized by a downgrade section of road with a sharp left curve when travelling west to east. The section opens up to a Y intersection at about mile point 2.85. As a vehicle is travelling east, West Shore Rd goes to the right and Rte 53 is a sharp left curve to the left. Continuing on Rte 53, a four-way intersection is located at mile point 2.79. West Shore Rd is on the right and Upper Plains Rd is on the left. The intersection is controlled by stop signs on the two side roads.

There were five crashes along this segment between 2007 and 2009. Two locations stood out: The four-way intersection at mile point 2.79 with three right angle crashes and where Rte 53 splits at mile point 2.85 with two run off the road crashes.

At mile point 2.85, one of the single vehicle crashes was due to the driver being confused as where to go to stay on Rte 53 (road was coded as wet). There were no reported reasons for the other crash (nighttime crash) at this location other than the driver did not attempt to break (dry road).

At the four-way intersection, all three crashes involved a vehicle coming from West Shore Rd who failed to yield to Rte 53 traffic. In some cases, witnesses to the crashes said that the vehicles did not stop and entered the intersection.

At the time of the crashes (at least the ones prior to September 2009), the following signage was in place: At the four-way intersection, westbound, there was a diamond "dangerous intersection ahead" sign installed at the intersection on the same post as the street name sign (warning for the Y intersection??). There were also a stop sign on Upper Plains Rd and one on West Shore Rd (possibly 24-inch). In the area of the Y intersection, there were no signs for westbound traffic. In the eastbound direction, there was a left curve sign at about mile point 2.93, a faded Rte 53 route marker with an arrow pointing to the left on the same post as the street name sign and a stop sign behind another text warning sign that warns of a winding road and hidden drives for the next 2.5 miles in either direction.

New signs were installed through HRRR-08-022 sometime in September 2009. Eastbound, the left curve sign at mile point 2.93 was replaced with a left turn sign with a side road. A new Rte 53 Route marker with a 45-degree left arrow was installed at mile point 2.86 and a large arrow at mile point 2.84 was also installed. For the four-way intersection, intersection signs with 25 mph advisory plaques were installed at mile point 2.82 (for eastbound) and at mile point 2.74 (for westbound). The 24-inch stop sign on West Shore Rd was replaced with a 30-inch sign. The one on Upper Plains Rd was retained.

This area was also reviewed under HSIP-06-041. At that time, crashes from the 2002-2004 period were reviewed. It was found that there had been four crashes during this period and one more in 2001. Two patterns emerged from these crashes. Similar to the present review, right-angle crashes at the four-way intersection were the most predominant crash pattern. Not seeing the stop sign or not seeing any traffic were the reasons cited for these right angle crashes. Single run-off-the-road crashes were also a factor near the Y intersection as it is a significant pattern under this current review. There were two such crashes, with one being due to DUI and

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Location Review

the other one having high speed being suspected for missing the turn. Recommendations consisted in the implementation of the sign work suggested by Traffic Operations in 2005. This work was not done at that time, but was finally implemented by the HRRR-08-022 project.

Past Projects:

Unknown.

Past Work Orders:

As part of HRRR-08-022, signs were installed in September 2009.

Future Projects:

The Town discussed at some point making the four-way intersection an all-way stop intersection.

None were found in Query DB.

Recommendations:

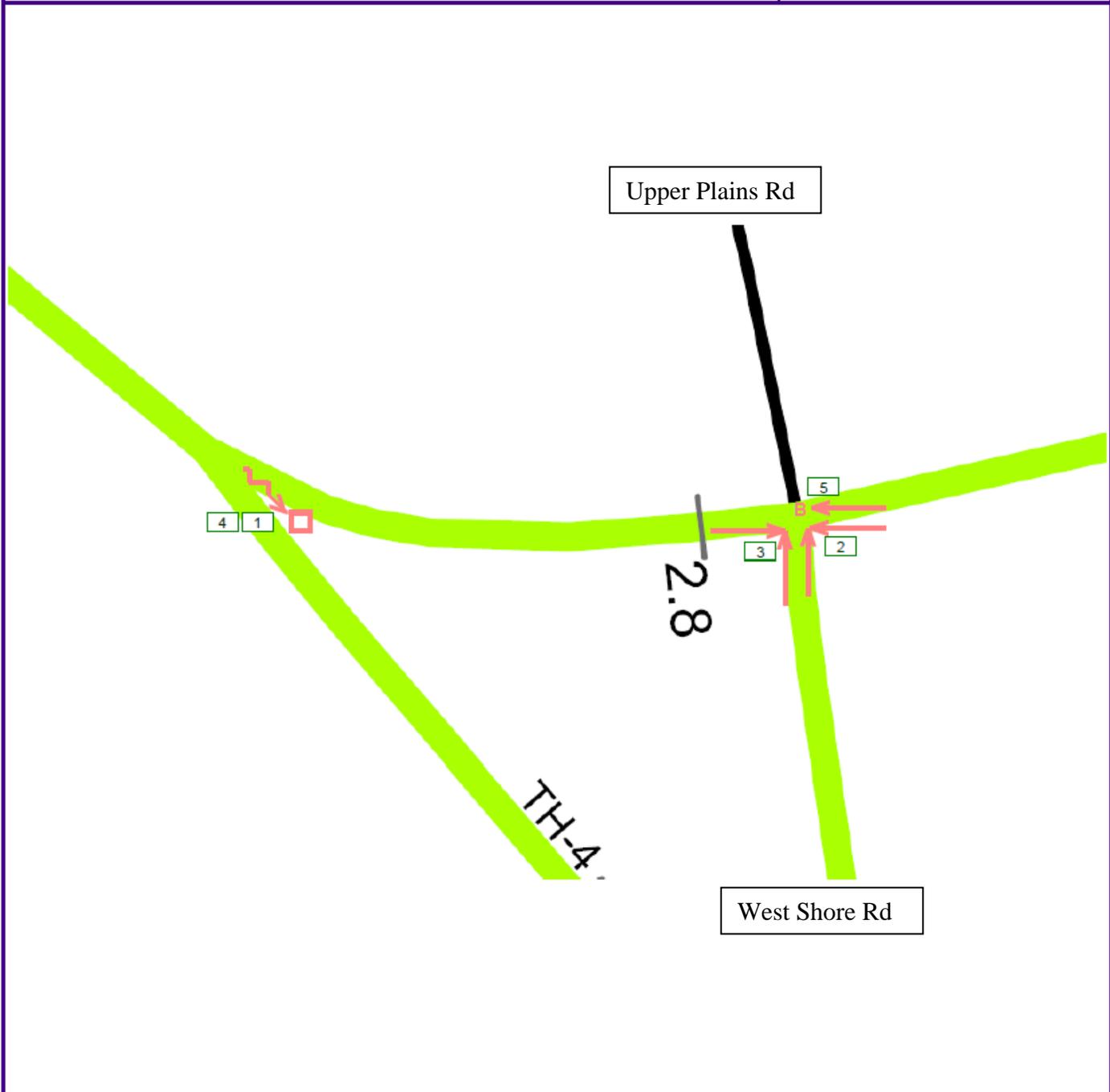
Field Work: Check the corner sight distance to the right of West Shore Rd.

Stop bars?

COLLISION DIAGRAM

Key Number =

MUNICIPALITY: <u>Salisbury</u>	COUNTY: _____	FILE: <u>100330117</u>
INTERSECTION: <u>FAS 0175 (VT 53 TH)</u>		CASE #: _____
PERIOD: <u>3</u> YEARS <u>0</u> MONTHS	FROM <u>1/1/2007</u> TO <u>12/31/2009</u>	BY: _____ DATE: <u>2/4/2011</u>



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

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
1	FAS 0175 (VT 53 TH)	2.73	8/5/2009	20:42	Cloudy	1	0	Single Vehicle Crash	Road was clear and weather was cloudy. V1 was traveling east on Rte 53 approaching the intersection of West Shore Road and Route 53. This intersection is described as a "Y" intersection; Route 53 continues to go East and West Shore Road branches off to the South. When V1 approached the intersection, OP1 intended to continue to follow Rte 53. V1 travelled into the median separating the two roadways ultimately crashing into a tree causing moderate contact damage to the bumper of V1. I did not see any tire marks where V1 attempted to deploy his breaks. At the scene I detected a minimal odor of intoxicants on Op1's breath; the test indicated a BAC. Level of .031. M 48 Injury 3.
2	FAS 0175 (VT 53 TH)	2.79	8/4/2007	15:22	Clear	0	0	No Turns, Thru moves only, Broadside	Intersection of Lake Dunmore Rd, West Shore Rd and Upper Plains Rd. Partly cloudy, road dry. Veh 1 was nb on West Shore Rd. Stopped for stop sign and proceeded straight ahead, got hit in passenger side. Veh 2 was W of Dunmore Rd. Said saw Veh 1 pulled out in front of him. Witness 1 was behind Veh 2. Said that Veh 1 was nb and entered the intersection. Failure to yield. Veh 1, M 35 Inj 5. Veh 2, M 44, Inj 5.
3	FAS 0175 (VT 53 TH)	2.79	7/8/2008	16:15	Cloudy	0	0	No Turns, Thru moves only, Broadside	It was cloudy and the road surface was dry and clear. Veh1 was traveling east (assumed north for coll diagram) on West Shore road at approximately 30mph. Veh2 was traveling south (assumed east for coll diagram) on Rte 53 at approximately 35mph. Veh1 approached the intersection and failed to stop at the intersection resulting in a crash. Witness 1 observed Veh1 made no attempt to stop or signal at the intersection. While traveling eastbound (northbound for CD) on West Shore road, witness 1 was almost struck broadside by Vehicle #1 as it entered onto West. M 48 Inj 5, M 41 Inj 5. Passengers: Inj 5.

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4	FAS 0175 (VT 53 TH)	2.79	9/18/2009	15:25	Cloudy	1	0	Single Vehicle Crash	Cloudy and road surface was wet. The scene is a downgrade section of road with a sharp left curve travelling west to east. Veh1 collided with a utility pole which was located on the south side of the road. The lanes are separated by double yellow solid lines. There is also a Y type intersection at this location. As a vehicle is approaching travelling east, West Shore Rd. goes to the right and Rte. 53 is a sharp left curve to the left. Veh1 advised she was travelling east on Rte. 53 and was bringing her boyfriend back to his residence. Veh 1 advised she was not familiar with the road and as she approached the Y intersection she thought that she was going right . Her boyfriend told her to go to the left and when she turned she went off the road and collided with the utility pole. F 17 injury 3/ Passenger Inj 5.
5	FAS 0175 (VT 53 TH)	2.81	9/13/2007	18:06	Clear	1	0	No Turns, Thru moves only, Broadside	The road was clear and the weather was clear as well. Veh 1 was Westbound on Rte 53. As Veh 1 approached the intersection, Bike 1 entered the intersection . Bike failed to stop. Veh 1, F 33, Inj 5. Bike 1, bicyclist, F 19, Inj 3