


New York State
Department of Transportation
1993 intersection modifications

(Number of pages excluding this cover sheet – 8)

 **FILE**

**MEMORANDUM
DEPARTMENT OF TRANSPORTATION**

TO: Ron Edwards, Resident Engineer, Schoharie County
FROM: Robert A. MacMonigle, Regional Traffic Engineer *(RM)*
SUBJECT: INTERSECTION OF ROUTE 7 AND ROUTE 30A/ZICHA ROAD
TOWN OF SCHOHARIE S992-0413
DATE: February 3, 1993

We had recently received a complaint of an accident problem at Route 7 and Route 30A/Zicha Road. A 3-year accident printout did indicate some right angle type accidents. A field review did not reveal any particular cause or problem but it was noted that the STOP signs are probably the originals installed in 1979. We do not have the opportunity to conduct a night inspection but the signs appear to have lost their reflectivity. The STOP AHEAD on Zicha Road is leaning, in poor condition, and is obstructed by brush. We will ask the County to perform the trimming.

Please replace the (2) STOPS and the STOP AHEAD. We did not measure the existing STOP signs but they appear to be; 48" on Route 30A and 36" on Zicha Road, and the STOP AHEAD should be 36".

RAM:RH:CML

DATE COMPLETED _____ BY _____

FILE

February 3, 1993

Henry F Bray, Commissioner
Schohare County Dept. of Public Works
P. O. Box 249
Schoharie, New York 12157

S992-0413

Dear Mr. Bray:

Re: INTERSECTION OF ROUTE 7 AND
ROUTE 30A/ZICHA ROAD
SCHOHARIE COUNTY

We will be replacing the STOP signs on both Route 30A and Zicha Road, and the STOP AHEAD on Zicha Road. It was noted that brush (sumac) is obstructing the STOP AHEAD sign.

It would be appreciated if you would arrange to have the brush cut.

Thank you for any assistance you can provide.

Sincerely,
Original signed by:
Gary W. Winans

ROBERT A. MACMONIGLE, P.E.
Regional Traffic Engineer

RAM:RH:cml

bcc: Ron Edwards, Resident Engineer, Schoharie County

RH - Gww

I DIDN'T COME UP WITH ANYTHING THAT I FEEL WILL PREVENT ACC.

I THINK A CAUSE IS THE EXCESSIVE PAV'T WIDTH AND ASSOCIATED LANES ON RTE 7.

IT SEEMS LIKE THERE IS TOO MUCH PAVEMENT AREA TO SCAN WHEN TURNING FROM 30A OR ZICHA. THERE IS NO DEVELOPMENT ALONG RTE 7 WHICH MAKES THE ROADWAY SEEM EVEN WIDER.

RTE VOLUMES EAST OF THE INT. ARE LESS THAN 1/2 OF THOSE WEST

... AND IS CAUSED BY BOTH RTE 30A AND ZICHA RD TRAFFIC. SIGHT DISTANCE IS VERY GOOD IN ALL DIRECTIONS AND BOTH ZICHA & RTE 30A HAVE OVERSIZED STOP SIGNS WITH A FLASHER (INDICATING RED ON RTE 30A AND ZICHA) AND YELLOW ON RTE 7. THE STOP SIGNS APPEAR TO BE LOSING THEIR REFLECTIVITY AND ARE QUITE OLD (10/79). A STOP AHEAD ON ZICHA ROAD IS IN POOR CONDITION AND IS LEANING. IT IS ALSO SOMEWHAT OBSTRUCTED BY SUMAC TREES. THE ZICHA RD STOP SIGN IS LOST FROM SIGHT WHEN APPROACHING IT, BUT THE FLASHER IS STILL VISIBLE (DUE TO SAG VERTICAL CURVE). WE SHOULD PROBABLY REPLACE THE 2-STOP SIGNS AND THE STOP AHEAD AND ASK SCHOHARIE CO. TO CUT THE BRUSH. THE ACCIDENTS DID NOT OCCUR AT NIGHT SO

992-0413

RTE 7/30A/ZICHA RD
TWN OF SCHOHARIE

(89-12/91) INDICATED 7 ACCIDENTS RESULTS IN AN ACC. RATE STATEWIDE AVERAGE = 0.57. SINGLE VEHICLE COLLISIONS WITH 2 SPEED A CONTRIBUTING NOTHING TO DO WITH THE

... THE RIGHT ANGLE

... AND IS CAUSED BY

BOTH RTE 30A AND ZICHA RD TRAFFIC. SIGHT DISTANCE IS VERY GOOD IN ALL DIRECTIONS AND BOTH ZICHA & RTE 30A HAVE OVERSIZED STOP SIGNS WITH A FLASHER (INDICATING RED ON RTE 30A AND ZICHA) AND YELLOW ON RTE 7. THE STOP SIGNS APPEAR TO BE LOSING THEIR REFLECTIVITY AND ARE QUITE OLD (10/79). A STOP AHEAD ON ZICHA ROAD IS IN POOR CONDITION AND IS LEANING. IT IS ALSO SOMEWHAT OBSTRUCTED BY SUMAC TREES. THE ZICHA RD STOP SIGN IS LOST FROM SIGHT WHEN APPROACHING IT, BUT THE FLASHER IS STILL VISIBLE (DUE TO SAG VERTICAL CURVE). WE SHOULD PROBABLY REPLACE THE 2-STOP SIGNS AND THE STOP AHEAD AND ASK SCHOHARIE CO. TO CUT THE BRUSH. THE ACCIDENTS DID NOT OCCUR AT NIGHT SO

RH - GWW

992-0413

RTE 7/30A/ZICHA RD
TWN OF SCHOHARIE

THE 3 YR. PRINTOUT (1/89-12/91) INDICATED 7 ACCIDENTS AT THE INTERSECTION. THIS RESULTS IN AN ACC. RATE OF 1.27/MEV WITH THE STATEWIDE AVERAGE = 0.57. TWO OF THE ACC. WERE SINGLE VEHICLE COLLISIONS WITH FIXED OBJECTS AND UNSAFE SPEED A CONTRIBUTING FACTOR. THESE MAY HAVE NOTHING TO DO WITH THE INTERSECTION.

IT APPEARS AS THOUGH THE RIGHT ANGLE ACCIDENT IS PREDOMINATE AND IS CAUSED BY BOTH RTE 30A AND ZICHA RD TRAFFIC. SIGHT DISTANCE IS VERY GOOD IN ALL DIRECTIONS AND BOTH ZICHA & RTE 30A HAVE OVERSIZED STOP SIGNS WITH A FLASHER (INDICATING RED ON RTE 30A AND ZICHA) AND YELLOW ON RTE 7. THE STOP SIGNS APPEAR TO BE LOSING THEIR REFLECTIVITY AND ARE QUITE OLD (10/79). A STOP AHEAD ON ZICHA ROAD IS IN POOR CONDITION AND IS LEANING. IT IS ALSO SOMEWHAT OBSTRUCTED BY SUMAC TREES. THE ZICHA RD STOP SIGN IS LOST FROM SIGHT WHEN APPROACHING IT, BUT THE FLASHER IS STILL VISIBLE (DUE TO SAG VERTICAL CURVE. WE SHOULD PROBABLY REPLACE THE 2-STOP SIGNS AND THE STOP AHEAD AND ASK SCHOHARIE CO. TO CUT THE BRUSH. THE ACCIDENTS DID NOT OCCUR AT NIGHT SO

THE SIGN REFLECTIVITY IS PROBABLY NOT RELEVANT.
A LIKELY CAUSE OF THE ACCIDENTS IS THAT
THE INTERSECTION IS TOO WIDE AND COMPLEX
FOR THE RURAL LOCATION. VEHICLES WB ON RTE 7
ARE PROBABLY APPROACHING THE INTERSECTION
AT A HIGHER SPEED DUE TO THE LONG DOWNGRADE.
THE LEFT TURN SLOTS ON RTE 7 COULD BLOCK
S.D. FROM RTE 30A AND ZICHA RD, WHILE A
VEHICLE IS TURNING LEFT. DURING A SHORT OBSERVATION
OF THE INTERSECTION IT WAS NOTED THAT (2) RTE 30A
VEHICLES NEARLY PULLED IN FRONT OF RTE 7
VEHICLES. THERE WAS NO APPARENT REASON
AND TRAFFIC WAS EXTREMELY LIGHT.

Concerned Citizen
Representing Self
Address/Phone No. _____

Date: 11/30/92
Time: 10:30
Originator: GWW

Subject: Intersection of 7/30A/21c
Location: T. of Schoharie

Message: _____
_____ Vehicles pulling out of
_____ Rt 30A are pulling out
_____ in front of Route 7
_____ traffic, especially WB R.T.
_____ She would like us
_____ to review

<u>TO</u>	<u>KEY</u>	<u>INITIALS</u>
_____ Mr. Church	_____	_____
_____ Gary	_____	_____
_____ Dan	_____	_____
_____ Bill	_____	_____
_____ Don	_____	_____
_____ All Office	_____	_____
_____ All Engineering	_____	_____
_____ Ernie	_____	_____

Acc. Point out requested 11/30/92
Intersection #29 on Rt 7
" #89 on Rt 30A

→ RH
992-0413
dd 11/21/92
P-13

KEY NO.

- 1 Prepare reply for _____ signature
- 2 Info
- 3 See Me
- 4 Review & Comment
- 5 Return Call & Advise Me
- 6 Approp. Action, due by _____
- 7 Coord. with _____
- 8 _____

→ RH
992-0413

ROUTE 7 @ 30A

NYS ACCIDENT DESCRIPTION REPORT USER: 9030 SEQ #: 2 RUN DATE: 12/01/92

HIGHWAY LOCATION RANGE: 7 9504 1887-1889 DATES: 01/89-12/91 OPT/AADT: A/0000

ON-LINE ACCIDENT DATA AVAILABLE ONLY FOR PERIOD JANUARY 1987 - DECEMBER 1991

7 95041888, 01/09/90, TUE, NON-REPORTABLE, CASE: 0115955

7 04/19/89, WED 08AM, PDO , VEH- 2, COLL W/MOT VEH, RT-ANGLE, INT-29
9504 VEH 1, GOING STRAIGHT , ON ROAD , TRAVEL-E , UNKNOWN
1888 VEH 2, GOING STRAIGHT , ON ROAD , TRAVEL-S , FAIL YIELD ROW
CLEAR , ROAD-DRY , STRAIGHT/LEVEL; DAYLIGHT; STOP SIGN CASE: 9313040

7 08/17/89, THU 02PM, , INJ- 1, VEH- 1, COLL W/G RAIL , MANR-UNK, INT-29
9504 VEH 1, LEFT TURN , OFF ROAD, TRAVEL-N , SPEED UNSAFE
1888 CLEAR , ROAD-DRY , STRAIGHT/LEVEL; DAYLIGHT; NO TRAF CONTRL CASE: 9572219

7 95041888, 11/19/89, SUN, NON-REPORTABLE, INT-29, ^{2 VEH RT L} _{30A RT TWB} CASE: 9779133

7 01/24/90, WED 11AM, , INJ- 1, VEH- 1, COLL W/UTIL PL, MANR-UNK, INT-29
9504 VEH 1, GOING STRAIGHT , OFF ROAD, TRAVEL-W , SPEED UNSAFE , OTHER (HUMAN)
1888 CLEAR , ROAD-ICE , STRAIGHT/LEVEL; DAYLIGHT; FLASHING LIGHT CASE: 0145023

7 08/24/90, FRI 03PM, , INJ- 1, VEH- 2, COLL W/MOT VEH, RT-ANGLE, INT-29
9504 VEH 1, START IN TRAFFIC, ON ROAD , TRAVEL-S , VIEW OBSTRUCT
1888 VEH 2, GOING STRAIGHT , ON ROAD , TRAVEL-E , UNKNOWN
RAIN , ROAD-DRY , STRAIGHT/GRADE; DAYLIGHT; FLASHING LIGHT CASE: 0575501

7 09/01/90, SAT 11AM, PDO , VEH- 2, COLL W/MOT VEH, RT-ANGLE, INT-29
9504 VEH 1, GOING STRAIGHT , ON ROAD , TRAVEL-W , UNKNOWN
1888 VEH 2, GOING STRAIGHT , ON ROAD , TRAVEL-N , FAIL YIELD ROW
CLEAR , ROAD-DRY , STRAIGHT/LEVEL; DAYLIGHT; STOP SIGN CASE: 0593360

7 95041888, 06/05/91, WED, NON-REPORTABLE, INT-29, CASE: 1388844

1725
800
2000
5025

$$\frac{7,000,000}{5025 \times 305 \times 3} = 1.27$$

(5,502,375)

Sta 12.5000 Av.
.57

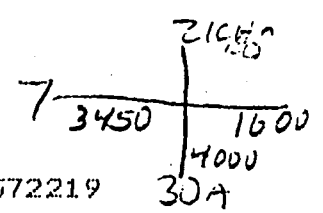
----- 7 9504 1887-1889 END - OF - RANGE

3 in '89
3 in '90
1 in '91

0115955 0145023 0575501 0593360 1388844 9313040 9572219 30A

9779133

Acc - 8 (7)



Route 7 @ 301

ACCIDENT DESCRIPTION REPORT USER: 9030 SEQ #: 4 RUN DATE: 12/01/92

HWY LOCATION RANGE: 30A 9501 1110-1111 DATES: 01/89-12/91 OPT/AADT: A/0000
ON-LINE ACCIDENT DATA AVAILABLE ONLY FOR PERIOD JANUARY 1987 - DECEMBER 1991

30A95011111, 06/13/89, TUE, NON-REPORTABLE,

CASE: 9432223

----- 30A 9501 1110-1111 END - OF - RANGE

9432223

NUMBER OF ACCIDENTS: 1

(8)