

New York State
Department of Transportation

1995 Safety Study

(Number of pages excluding this cover sheet – 18)

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION
 TRAFFIC AND SAFETY DIVISION
 HIGHWAY SAFETY
 INVESTIGATION REPORT
 (SEE INSTRUCTIONS ON REVERSE)

MAIN OFFICE USE:
 DIVISION FILE _____
 REVIEWED BY _____
 SCHEDULED FOR B&A

1. IDENT. I 9 5 5 0 1 5

TOWN
 CITY
 VILLAGE } OF Schoharie

LOCATION

ROUTE NO. OR STREET NAME	STATE HIGHWAY NO.	FROM OR AT REFERENCE MARKER
NY 7	5619	0 7 9 5 0 4 1 8 8 7
At Intersection With (If Applicable)	ROUTE NO. OR STREET NAME	STATE HIGHWAY NO.
NY 30A		0 7 9 5 0 4 1 8 8 8

<p>2. REASON FOR INVESTIGATION</p> <p><input type="checkbox"/> (a) IDENTIFIED BY ACCIDENT SURVEILLANCE SYSTEM</p> <p><input type="checkbox"/> (b) POLICE HAZARD REPORT</p> <p><input checked="" type="checkbox"/> (c) RESPONSE TO COMPLAINT OR INQUIRY</p> <p><input type="checkbox"/> (d) REGIONALLY INITIATED</p> <p><input type="checkbox"/> (e) OTHER (Explain) _____</p>	<p>3. RECOMMENDATION</p> <p><input type="checkbox"/> (a) CAPITAL IMPROVEMENT (Initiate Proj. Devel. Study)</p> <p><input checked="" type="checkbox"/> (b) TRAFFIC CONTROL IMPROVEMENT</p> <p><input checked="" type="checkbox"/> (c) MAINTENANCE IMPROVEMENT</p> <p><input type="checkbox"/> (d) OTHER</p> <p><input type="checkbox"/> (e) NONE</p> <p style="text-align: right;">} complete sections 4 & 5</p>
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4. DISCUSSION (Use reverse if additional space is required -- check box if reverse is used)*

(a) PROBLEMS IDENTIFIED

See Attachment

(b) PROPOSED SOLUTION

See Attachment

(c) ACTION TAKEN

See Attachment

5. ACCIDENT EXPERIENCE							6. BENEFIT/COST ANALYSIS (see instructions)	
Number of Months	PERIOD BEGINNING		NUMBER OF ACCIDENTS				Check box if Benefit/Cost Calculations are attached <input type="checkbox"/>	
	MONTH	YEAR	Fatal Accidents	Injury Accidents	Property Damage Accidents	PRINCIPAL INVESTIGATOR		TITLE
1 2	0 1	9 2	0	0	1	L. Hull		CE-I
1 2	0 1	9 3	0	4	3	APPROVED BY		DATE
1 2	0 1	9 4	1	1	4			4-2-96

This study is the result of a concern by the state police relating to a high number of accidents at this location. The study area, located in the Town of Schoharie, Schoharie County, between RM 7 9504 1186 and RM 7 9504 1187 and between RM 7 9504 1887 and RM 7 9504 1888 was the scene of 14 accidents in the three years from 1/1/92 and 12/31/94. This is the intersection of NY 7 and NY 30A / Zicha Road.

The intersection is controlled by a red/yellow flasher, (yellow on NY 7, red on NY 30A and Zicha Road). There are also stop signs on NY 30A and Zicha Rd.

The total accident rate is 8.28 Acc'd/MVM compared with a state ave. of 2.76 Acc'd/MVM. The accident rate for the intersection is 2.13 Acc'd/MEV compared with a state ave. of 0.38 Acc'd/MEV.

There was one fatality, five injury related accidents and eight property damage only accidents. The fatality was a right angle accident where a north bound vehicle on NY 30A failed to yield at the stop sign and pulled in front of a west bound vehicle on NY 7.

Of the 14 accidents, 11 were right angle accidents, 1 rear end due to backing, 1 animal related and 1 backing accident. Of the 11 right angle accidents, all 11 listed Failure to yield as a contributing factor.

The area has good sight distance in all directions and the flashing signal is visible for a long distance in each direction.

A review of the accident reports as also noted by the state police, revealed that an abnormal percentage of accidents involved people in the 50+ age group.

Following is a breakdown of the ages of those drivers who were listed as failed to yield:

AGE GROUP	NUMBER IN GROUP	PERCENT
20 - 30	1	9%
31 - 40	1	9%
41 - 50	0	0%
51 - 60	4	36.4%
61 - 70	3	27.3%
71 - 80	2*	18.3%

*1 FATAL (age: 77)

This is 81% of the right angle accidents were caused by drivers aged 51+ failing to yield.

Several right angle accidents involved drivers who stopped for the stop sign and then pulled out into the intersection into oncoming traffic.

There was one other fatal at this intersection that was out of our study period (6/9/95). It was a right angle accident and the vehicle failing to yield was driven by a 67 year old driver.

Pavement markings in the area range from good to poor. Center line markings are good and the stop bars are in poor condition. Zicha Road has no edge line markings.

PROPOSED SOLUTIONS

Repaint the stop bars on NY 30A and Zicha Road and paint the edge line on the approach from Zicha Road.

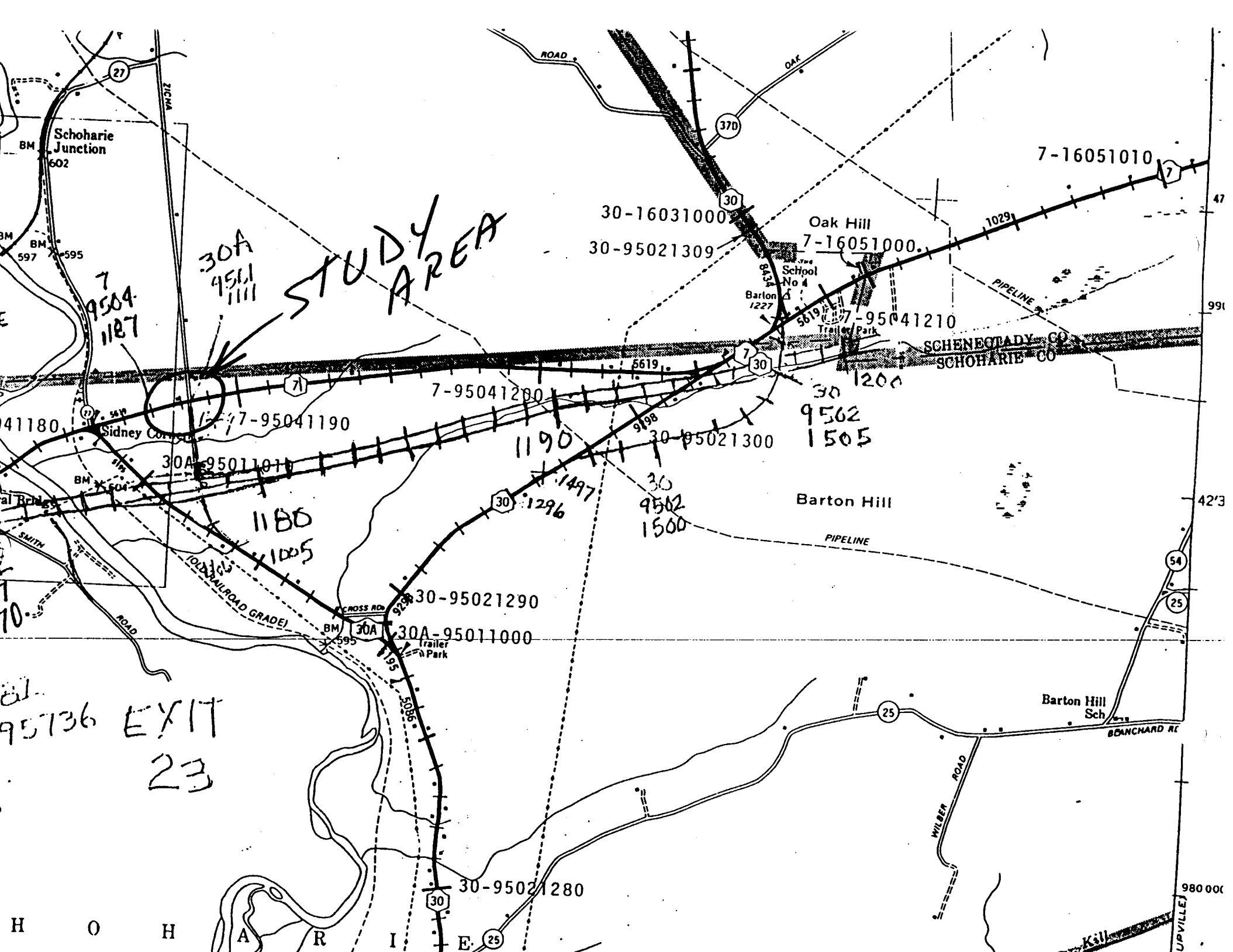
Further consideration is being given to installing a four way stop at this intersection.

ACTION TAKEN

Letter to resident engineer to repaint the stop bars.

The NYSP was contacted for review. If progressed, the signal crews will be requested to install the additional signal head and make the appropriate changes to the signal. The Schoharie residency will be requested to install the stop signs, stop ahead (with flags), and stop bars as necessary.

5/28/96 Addendum: Signing changes requested, see 5/23/96 memo to resident engineer.



STUDY AREA

7-9504-1187

30A
95011111

30-16031000

30-95021309

Oak Hill
7-16051000

7-16051010

School No 4
Barton 1227

5619
-95041210

SCHENECTADY CO
SCHOHARIE CO

7-95041200

7-95041190

30 1200
9502
1505

30A-95011010

1190
1497
1296

30
9502
1500

Barton Hill

1180
11005

30-95021290

30A-95011000

Barton Hill Sch

EXIT 23

30-95021280

H O H A R I E

98000

UPVILLE

GENERAL INFORMATION SHEET

Summary For Study, Subarea, Accident Type HSIP # 955015

Location: Town of Schoharie NY 7 and NY 30A

Reference Markers(s): RM 7 9504 1887 - 1888

Study Period: 1/1 / 92 to 12/31 94 (3 YRs 0 MOs)

PIL List for 24 months ending 12/31/___

- Reduction Index ___
- Severity Weighted Ranking ___ N/A
- Regional Ranking ___ of ___
- County Ranking ___ of ___

State Highway No.: 5619

- Federal Aid System:
- Functional Classification: Minor Arterial
- Area Type: Rural

Previous PIL Lists (w/in last 5 years):

N/A

Previous HSIP Studies & Recommendations (w/in last 10 years):

N/A

PIL AADT:

AADT 4100 in 94 on Rt 7 to Rt. 30A

AADT 1440 in 94 on Rt 7 to Rt. 30

AADT _____ in _____ on _____

Speed Limit: 55

Geometry: Tangent on slight grade

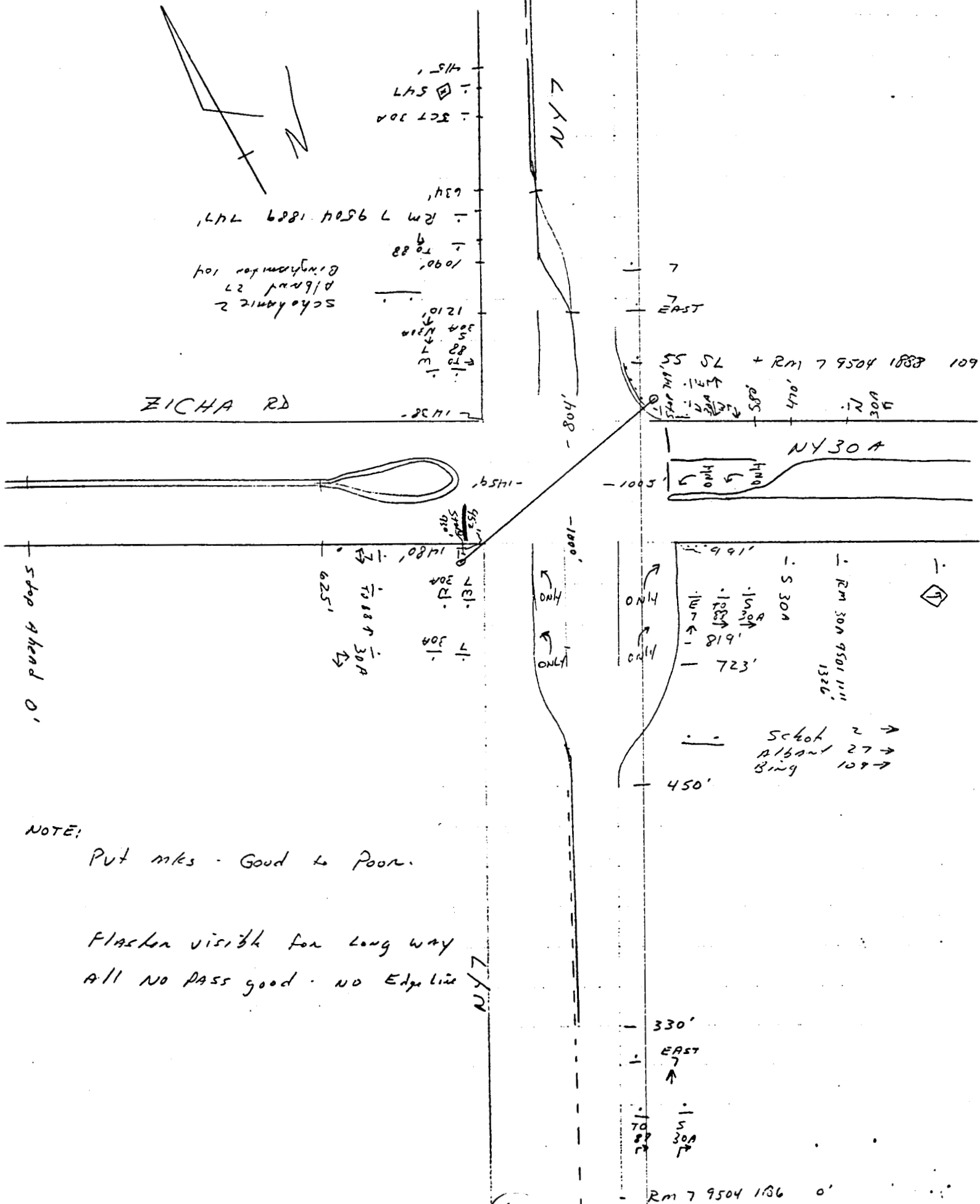
No. of Roadways: 1

Lanes: Width: Condition: Good
Shoulders Width: Condition: Good

Pavement Markings Type: pt -Condition: Good to poor

Intersections:

NY 30A (flasher)



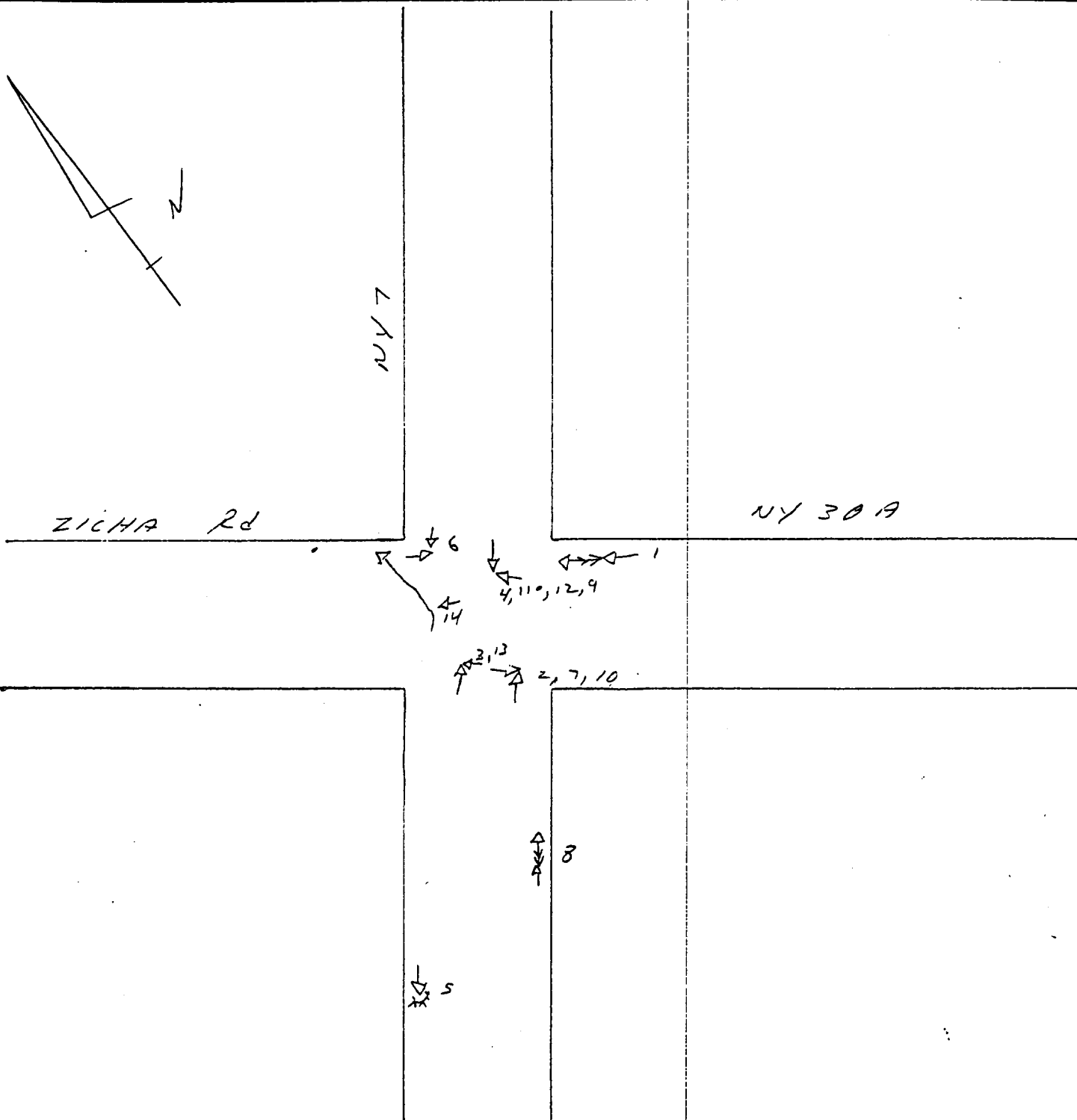
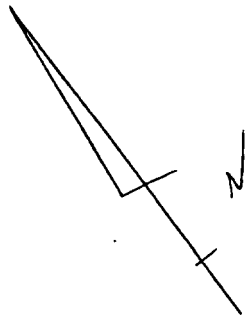
NOTE:

Put mks - Good to Poor.

Flaschen visible for long way
 All NO PASS good - NO Edge line

DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY DIVISION
 COLLISION DIAGRAM

Municipality Town of Schoharie County Schoharie File 955015
 Intersection NY 7 + NY 30A
 Period 2 Years — Months From 1/1/92 To 12/31/94 By L. Hull Date 2/96



SYMBOLS		MANNER OF COLLISION	
← Moving Vehicle	← - - Pedestrian	← ← Rear-end	→ ↔ Head-on
← M Motorcycle	← B Bicycle	↔ Side-swipe	→ ↙ Left-turn
↔ Backing Vehicle	□ Fixed Object	↪ Out of control	→ ↓ Right-angle
← Stopped Vehicle	○ Personal Injury	↪ Skidding	
▭ Parked Vehicle	● Fatal Injury	↪ Overturned	

(82)

ACCIDENT SUMMARY SHEET (Part A)

SUMMARY FOR STUDY, SUBAREA, ACCIDENT TYPE

955015

LOCATION: Town of Schoharie

REFERENCE MARKER(S): 7 9504 1887 - 1888

PERIOD 1/ 1 / 92 to 12/ 31 / 94 3 YRS 0 Months

<u>Accident Type</u>	<u>No. of Accidents</u>	<u>Pavement</u>	<u>No. of Accidents</u>
Rear-End	<u>1</u>	Dry (1)	<u>10</u>
Right Angle	<u>11</u>	Wet (2)	<u>2</u>
Left Turn	<u> </u>	Muddy (3)	<u> </u>
Right Turn	<u> </u>	Snow/Ice/Slush (4)	<u> </u>
Overtake/Lane Change	<u> </u>	Unknown/Other (10)	<u>2</u>
Sideswipe/Headon	<u> </u>		
Parking Maneuver	<u> </u>		
Miscellaneous	<u>1</u>		
Ped/Bicycle	<u> </u>		
Animal	<u>1</u>		
Fixed-Object	<u> </u>		
w/guiderail	<u> </u>		
w/trees	<u> </u>		
w/utility pole	<u> </u>		
w/ditch/embank.	<u> </u>		
w/	<u> </u>		
w/	<u> </u>		
Total	<u>14</u>	Total	<u>14</u>

<u>Weather</u>	<u>No. of Accidents</u>
Clear (1)	<u>6</u>
Cloudy (2)	<u>4</u>
Rain (3)	<u>1</u>
Snow (4)	<u> </u>
Sleet/Hail/Fr. Rain (5)	<u> </u>
Fog/Smoke/Smog (6)	<u> </u>
Unknown/Other (10)	<u>3</u>
Total	<u>14</u>

<u>Approach Direction</u>	<u>No. of Accidents</u>	<u>Time of Day</u>	<u>No. of Accidents</u>
North	<u>8</u>	00:00 - 06:00	<u> </u>
South	<u>4</u>	06:00 - 09:00	<u>1</u>
East	<u> </u>	09:00 - 11:00	<u>2</u>
West	<u>1</u>	11:00 - 13:00	<u>2</u>
Unknown	<u>1</u>	13:00 - 15:00	<u>3</u>
Total	<u>14</u>	15:00 - 18:00	<u>3</u>
		18:00 - 24:00	<u>3</u>

<u>Site Geometrics</u>	<u>No. of Accidents</u>	<u>Day of Week</u>	<u>Month of Year</u>
Tangent	<u>14</u>	Sunday	<u>1</u>
Horizontal Curve	<u> </u>	Monday	<u>3</u>
Vertical Curve	<u> </u>	Tuesday	<u> </u>
Intersection	<u>12</u>	Wednesday	<u>3</u>
		Thursday	<u>1</u>
		Friday	<u>4</u>
		Saturday	<u>2</u>
		January	<u>1</u>
		February	<u> </u>
		March	<u>2</u>
		April	<u> </u>
		May	<u>1</u>
		June	<u>1</u>
		July	<u>2</u>
		August	<u>1</u>
		September	<u>2</u>
		October	<u>1</u>
		November	<u>2</u>
		December	<u>1</u>

<u>Light Conditions</u>	<u>No. of Accidents</u>
Day (1)	<u>8</u>
Night (4, 5)	<u>1</u>
Dawn/Dusk/Unkn. (2, 3)	<u>5</u>
Total	<u>14</u>

FIELD REPORT

LOCATION NY 7 E NY 30 A
DATE _____

CONTROL _____
TIME _____

OPERATIONAL CHECKLIST

Is there an accident pattern associated with:	No	Yes	N/A
1. Obstructions blocking the drivers' view of opposing vehicles?	<u>X</u>	—	—
2. Drivers responding incorrectly to signals, signs, or other traffic control devices?	<u>X</u>	—	—
3. Drivers having trouble finding the correct path through the location?	<u>X</u>	—	—
4. Inappropriate vehicle speeds?	<u>X</u>	—	—
5. Violations of parking or other traffic regulations?	—	—	<u>X</u>
6. Drivers' confusion about routes, street names, or other guidance information?	<u>X</u>	—	—
7. Vehicle delays which could be reduced?	<u>X</u>	—	—
8. Traffic flow deficiencies or traffic conflicts associated with turning movements?	<u>X</u>	—	—
9. Pedestrian movements through the location causing conflicts?	—	—	<u>X</u>
10. Would one-way operation be practical and make the location safer?	<u>X</u>	—	—
11. Is the volume of traffic causing the problem?	<u>X</u>	—	—
12. Are there other traffic flow deficiencies or traffic conflicts contributing to an accident pattern? If yes, please describe in Comments section.	<u>X</u>	—	—

PHYSICAL CHECKLIST

Could an observed accident pattern be mitigated practically by:	No	Yes	N/A
1. Sight obstructions being removed or lessened?	<u>X</u>	—	—
2. Widening narrow street approaches?	<u>X</u>	—	—
3. Improving the alignment of the street?	<u>X</u>	—	—

FAX TRANSMISSION

NYS DOT - REGION 9 TRAFFIC & SAFETY

44 HAWLEY ST.
BINGHAMTON NY 13901
607 721-8069
FAX: 607 721-8070

To: Sgt. Dennis Jones Date: April 17, 1996
Troop "G" - Loudonville

cc: Sgt. Daniel Bates, Acqd.
Reconstruction Supervisor,
Albany, Fax 518 457-9620

Ron Edwards, Resident
Engineer, DOT Schoharie
County

cover only

Fax #: 518 783-3298 Pages: Five, including this cover sheet.

From: Bill Seaman, Safety Evaluations
Engineer, Traffic Engineering &
Safety Unit, NYS DOT Region 9

Subject: NY 7/30 and NY7/30A Intersections, Schoharie County

COMMENTS:

Sgt. Jones:

Thanks for meeting with us at these intersections yesterday.

To summarize our position:

1. There's a definite right-angle problem at these intersections, particularly among older/elderly drivers. Sideroad drivers seem to be pulling out after initially stopping.
2. We don't know exactly why these accidents are occurring since sight distances are generally excellent. The pattern of older/elderly driver accidents probably indicates some type of perception/reaction problem. Perhaps drivers get used to entering the intersections with little or no problem from mainline traffic due to the relatively low mainline volumes and "open" nature of the intersections. After a time, the drivers may stop and "look", but not really "see".
3. Although we're not particularly eager to install 4-way stops, we don't know what else can be done to substantially reduce the accidents. Additional warning signs, etc. might help if there were a problem with drivers running the intersection without stopping. This isn't the case however.



4. A similar phenomena was experienced at the NY7,10, & 992K intersection near the Village of Richmondville. Since we converted the flashing red/yellow to a 4-way stop on 10/6/92, there have not been any accidents in a 2 yr.- 2 mo. "After" period. There were 17 accidents, mostly right-angles, in a 3 yr.- 10 mo. "Before" period. A copy of our collision diagram and accident history is attached.

Please review our recommendation with Troop "G" and return any comments to us.

Copies of our studies at these two intersections are being mailed to you under separate cover.

Thanks again for meeting with us.

Bill Seaman

*bps : Sgt. Bates : Please send Sgt. Callary a
copy as we do not have ~~it~~
his fax. Thanks!*

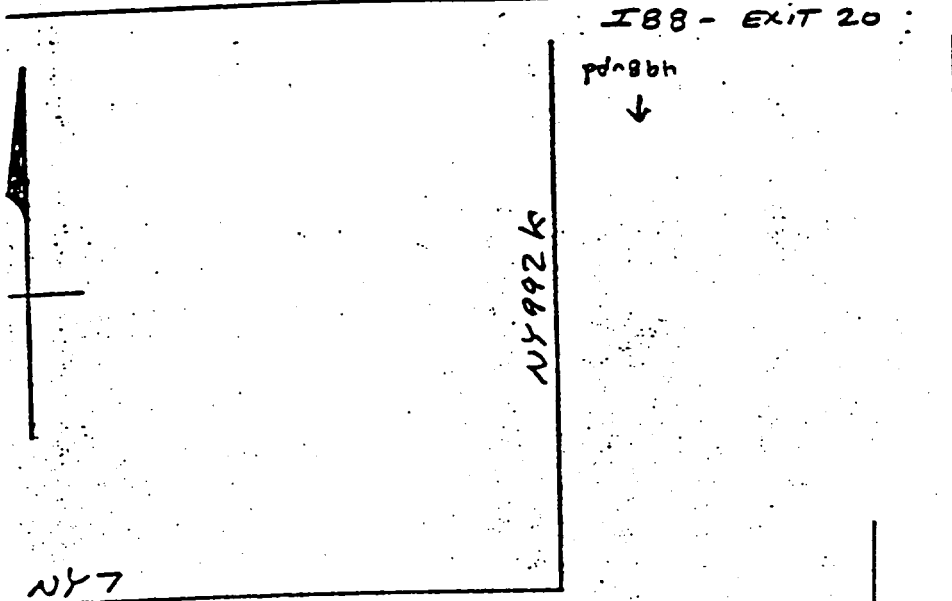
Bill Seaman



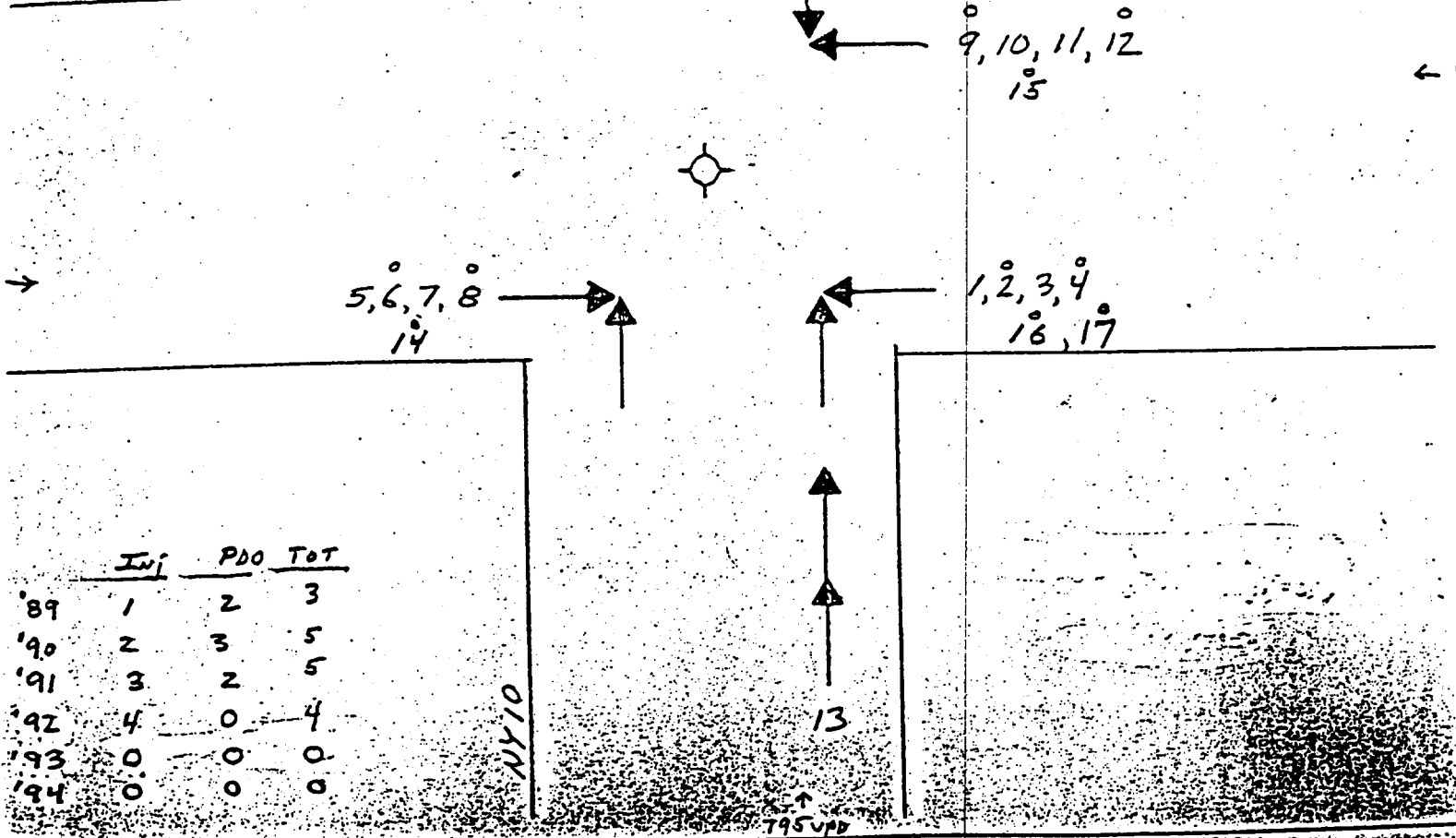
TRAFFIC ENGINEERING AND SAFETY DIVISION
COLLISION DIAGRAM

City Town of Richmondville County Schoharie
 Section NY 7, 10, 992k
 Period 6 Years 0 Months From 1/89 To 12/94

File # 952003
 By GMS Date 4/17/96



NOTE:
 - 1. Flashing R/Y changed to 4-way stop (R/R) on 10/6/92
 - 2. 17 ACCD'S IN 3 YR-10 MO "BEFORE"
 0 ACCD'S IN 2 YR-2 MO "AFTER"



	Inj	PDO	TOT
'89	1	2	3
'90	2	3	5
'91	3	2	5
'92	4	0	4
'93	0	0	0
'94	0	0	0

SYMBOLS

- ← Moving Vehicle
- ← M - Motorcycle
- ←>>> Backing Vehicle
- ← Stopped Vehicle
- ▭ Parked Vehicle
- ← - - - Pedestrian
- ← B - Bicycle
- Fixed Object
- Personal Injury
- Fatal Injury

MANNER OF COLLISION

- ←←← Rear-end
- ← Side-swipe
- ← Out of control
- ← Skidding
- ← Overturned
- < Head-on
- ↙ Left-turn
- ↓ Right-angle

COUNTY Schoharie P.I.N. OR IDENT. ROUTE NO. OR STREET NAME Intersection of NY 7, 10, E 992K CASE NO.
 TOWN AT INTERSECTION WITH/OR BETWEEN 7 9504 1549 +/- FILE
 CITY 10 9502 1489 +/- 992K 9504 1000 BY CMS (UPDATE)
 VILLAGE OF Richmondville DATE 4/17/96

TIME PERIOD			④ NO. OF VEH.	⑤ SEVERITY	ENVIRONMENTAL Use codes from MV 104 (shown at right) for these categories				LIGHT CONDITIONS			ROADWAY CHARACTER			ROADWAY SURFACE CONDITION			WEATHER												
NUMBER OF MONTHS	FROM	TO			⑥ LIGHT CONDITIONS	⑦ ROADWAY CHARACTER	⑧ ROADWAY SURFACE CONDITION	⑨ WEATHER	1. Daylight	2. Dawn	3. Dusk	4. Dark Road Lighted	5. Dark Road Unlighted	1. Straight and Level	2. Straight and Grade	3. Straight at Hillcrest	4. Curve and Level	5. Curve and Grade	6. Curve at Hillcrest	1. Dry	2. Wet	3. Muddy	4. Snow/Ice	5. Slush	10. Other	1. Clear	2. Cloudy	3. Rain	4. Snow	5. Sleet/Hail/Freezing Rain
① NO	② DATE	③ TIME	⑩ APPARENT CONTRIBUTING FACTORS										⑪ DESCRIPTION		RM															
1	2-2-89	12:05	2	P	1	1	4	5	19, 66	N/W	RA	NB FAILED TO STOP																		
2	5-6-89	13:20	2	I ₂	1	1	1	2	17	N/W	RA	" " " "																		
3	9-25-89	16:45	2	P	1	1	1	1	7	N/W	RA	NB STOPPED - PULLED OUT																		
4	11-23-91	20:05	2	I ₃	4	1	1	1	2 7	N/W	RA	" " " "																		
5	2-20-90	8:30	2	P	1	1	1	1	7	N/E	RA	" " " "																		
6	5-26-90	18:00	2	I ₁	1	1	1	1	7	N/E	RA	NB FAILED TO STOP																		
7	12-6-90	12:35	2	P	1	1	1	2	7	N/E	RA	" " YIELD																		
8	11-23-91	8:45	2	I ₂	1	2	1	2	7	N/E	RA	NB STOPPED - PULLED OUT																		
9	5-22-90	21:10	2	I ₁	5	1	1	1	7	S/W	RA	SB FAILED TO SEE WB																		
10	9-8-90	14:45	2	P	1	1	1	1	7	S/W	RA	" " " " "																		
11	4-23-91	11:55	2	P	1	1	1	1	7	S/W	RA	SB FTY																		
12	12-8-91	13:50	2	I ₁	1	1	1	2	7	S/W	RA	SB DID NOT SEE VZ (WB)																		
13	7-24-91	9:15	2	P	1	1	1	1	9	N	RE	NB STARTED - HESITATED																		

COUNTY <u>Schoharie</u> P.I.N. OR IDENT. _____ <input checked="" type="checkbox"/> TOWN <input type="checkbox"/> CITY <input type="checkbox"/> VILLAGE OF <u>Richmondville</u>	ROUTE NO. OR STREET NAME <u>NY 7, 10, 992k Intersection</u> AT INTERSECTION WITH/OR BETWEEN <u>(I88 Exit -20)</u>	CASE NO. _____ FILE _____ BY <u>Updated (WMS)</u> DATE <u>4/17/96</u>
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TIME PERIOD NUMBER OF MONTHS FROM <u>1/1/89</u> TO <u>12/31/94</u>	④ NO. OF VEH.	⑤ SEVERITY	⑥ LIGHT CONDITIONS	⑦ ROADWAY CHARACTER	⑧ ROADWAY SURFACE CONDITION	⑨ WEATHER	ENVIRONMENTAL Use codes from MV 104 (shown at right) for these categories	LIGHT CONDITIONS 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER 1. Straight and Level 2. Straight and Grade 3. Straight at Hillcrest 4. Curve and Level 5. Curve and Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other
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① NO	② DATE	③ TIME	④ NO. OF VEH.	⑤ SEVERITY	⑥ LIGHT CONDITIONS	⑦ ROADWAY CHARACTER	⑧ ROADWAY SURFACE CONDITION	⑨ WEATHER	⑩ APPARENT CONTRIBUTING FACTORS	DIR	TYPE	⑪ DESCRIPTION	RM
14	2-28-92	13:56	2	I ₄	1	2	1	2	7 17	N/E	RA	NB FTY	
15	5-6-92	15:40	2	I ₂	1	1	1	1	5- 7-	S/W	RA	SB STOPPED - PROCEEDED	
16	7-7-92	15:05	2	I ₂	1	1	1	1	7- 17-	N/W	RA	NB FTY	
17	8/11/92	11:10	2	I ₁	1	1	1	2	7-	N/W	RA	NB FTY	

15

②

MAY 29 1996



JUN -6 1997

MEMORANDUM
DEPARTMENT OF TRANSPORTATION

*Route 7
T. Schone*

To: Ron Edwards, Resident Engineer, Schoharie County

From: Robert A. MacMonigle, Regional Traffic Engineer

Subject: Signing & Pavement Marking Changes
NY7/30A/Zicha Rd. and NY7/30 Intersections
Schoharie County

Date: May 23, 1996

Please incorporate the following changes as follows:

NY7/30A/Zicha Rd Intersection (RM's 7-9504-1888 & 30A- 9501-1111):

1. On NY7 westbound, replace the existing W2-1 intersection sign with a new W2-1E Intersection sign.
2. On NY7 eastbound, install a new W2-1E Intersection sign approximately 830 to 920 feet prior to the intersection.
3. On NY30A northbound, install a new W2-15D "Stop Ahead" sign approximately 830 feet prior to the intersection. Field adjust if necessary to avoid conflicts with other signs or to improve visibility.
4. On Zicha Rd. southbound, replace the existing W2-15 "Stop Ahead" with a new W2-15D "Stop Ahead" sign.
5. On the NY30A and Zicha Rd. approaches, remove the old stop bars and install new 24" stop bars approximately 5 ft. from the edge of pavement including the "painted" word "STOP". Additional double yellow barrier marking should be placed, as appropriate, between the new stop bar and the color contrasting median.
6. Install roadside delineators at the intersection similar to Example "A" of MUTCD Figure 295-2 (page 466). Impactable type delineators may be substituted.
7. Check the nighttime reflectivity of the existing stop sign on NY30A and replace it if necessary.
8. Replace the existing Stop sign on Zicha Rd. With a new R1-1E stop sign.
9. Check to see if the highway light on the southeast corner of the intersection is causing too much glare to a driver stopped at the intersection. If so, notify the utilities engineer about moving it to a location that will cause less glare.

Ron Edwards
 May 23, 1996
 Page 2

NY7/30 Intersection (RM's 7-9504-1208 & 30- 9502-1506):

10. On NY7 eastbound and westbound, install new W2-1E Intersection signs approximately 830 to 920 feet prior to the intersection.
11. On NY30 northbound and southbound, install new W2-15D "Stop Ahead" signs approximately 830 feet prior to the intersection. They may be field adjusted if necessary to avoid conflicts with other signs or to improve visibility.
12. On the NY30 approaches, remove the old stop bars and install new 24" stop bars approximately 5 ft. from the edge of pavement including the "painted" word "STOP".
13. Install roadside delineators at the intersection similar to Example "A" of MUTCD Figure 295-2 (page 466). Impactable type delineators may be substituted.
14. Check the nighttime reflectivity of the existing R1-1E stop signs on NY30 and replace them if necessary.

RRC:RAM:WMS:wms

cc: File HSIP# 955012
 File HSIP# 955015
 GWW

<u>Sign</u>	<u>By</u>	<u>Date</u>	
1. Replace intersection sign	J madl	6/4/97	
2. Install new intersection sign		6/11/96	
3. Install new stop ahead		6/11/96	
4. Replace stop ahead sign.		6/13/96	
5. New stop bars and "STOP"		6/15/96	
6. Delineators		6/13/96	
7. Check stop sign at night		6/11/96	
8. Replace stop sign		6/13/96	
9. Check highway light at night		6/4/97	
10. New intersection signs		6/11/96	
11. New stop ahead signs		6/11/96	
12. New stop bars and "STOP"		6/15/96	
13. Delineators		6/3/96	
14. Check stop signs at night			

Robert L. Mason

Bill

From: Bill Seaman
To: GWINANS
Date: 5/7/97 11:18am
Subject: 2nd Signal Heads at NY7/30/Zicha and NY7/30

Sig # 25

- Sig. # 21

Gary,

Could you ask Frank to get the dates when the second set of heads were installed at these signals.

Thanks.

Bill

<i>Sig # 25</i>	<i>heads installed</i>	<i>4/25/96</i>
<i>Sig. # 21</i>	<i>" "</i>	<i>10/22/96</i>