



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

REGION 1 TRAFFIC OFFICE
P. O. BOX 58
7238 REGION LANE
KNOXVILLE, TENNESSEE 37901
(865) 594-2456

JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

October 17, 2018

The Honorable Bob Lovingood
Mayor of Vonore
613 Church Street
P.O. Box 218
Vonore TN 37885

**RE: State Route 33, US 411, with Niles Ferry Road and Church Street
Monroe County**

Dear Mayor Lovingood:

The Department of Transportation has performed a traffic study at the referenced intersection for consideration of improvements including the installation of a traffic signal at the request of a citizen group. The traffic study included traffic counts, signal warrant analysis, and a review of the crash history.

The traffic signal warrant analysis was performed in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), which by statute, has been adopted in the State of Tennessee as a guide in determining the proper traffic control for the State's highway system. The traffic signal warrant analysis, which is based upon the traffic count, is the metric used to determine if a traffic signal should be installed. The signal analysis concluded that this location met for warrants 1, 2, and 3. These warrants require a minimum traffic volume be met for eight (8) hours for warrant 1, four (4) hours for warrant 2 or one (1) hour to be met for Warrant 3. The majority of the traffic entering this intersection from the side street is making a right turn on to US 411. The MUTCD states that "*vehicular delay and the frequency of some types of crashes are sometimes greater under traffic signal control than under STOP sign control*" and that "*consideration should be given to providing alternatives to traffic control signals even if one or more of the signal warrants has been satisfied.*" These alternatives may include improved signage and geometrics, including the installation of turn lanes.

During the traffic count, it was observed that the majority of traffic entering the intersection from Niles Ferry Road was making right turns on to US 411. This movement typically does not see a benefit from the installation of a traffic signal and would likely suffer increased delay.

Page 2
Honorable Bob Lovingood
October 17, 2018

An analysis of the crash history was performed. A study of crashes between 2015 and 2017 resulted in six (6) total crashes with one (1) minor injury crash. Four (4) of these crashes were angle type collisions. This location did not meet the crash warrant as it requires a minimum of five (5) correctible crashes within a single year. It has also been discovered that traffic signals increase the frequency of certain types of collisions, so the installation of a traffic signal may actually increase collisions at this location.

Although this location meets the volume signal warrants, the Department does not recommend the installation of a traffic signal at this time. The Department recommends implementing signing and geometric improvements. The addition of intersection warning signage with street name plaques on US 411 would help drivers to know that an intersection is coming and they need to be prepared for other vehicles that may be crossing the roadway. The addition of a right turn lane to Niles Ferry Road would improve this intersection and allow drivers to turn right on to US 411 without needing to wait for a vehicle that may be attempting to cross US 411 or turn left on to US 411.

The Department will continue to monitor this location for any changes.

Thank you for your interest in highway safety and please contact me at (865) 594-2456 or by email at Nathan.Vatter@tn.gov if I may be of further assistance.

Sincerely,



Nathan Vatter, P.E.
Regional Traffic Office

NV/bb

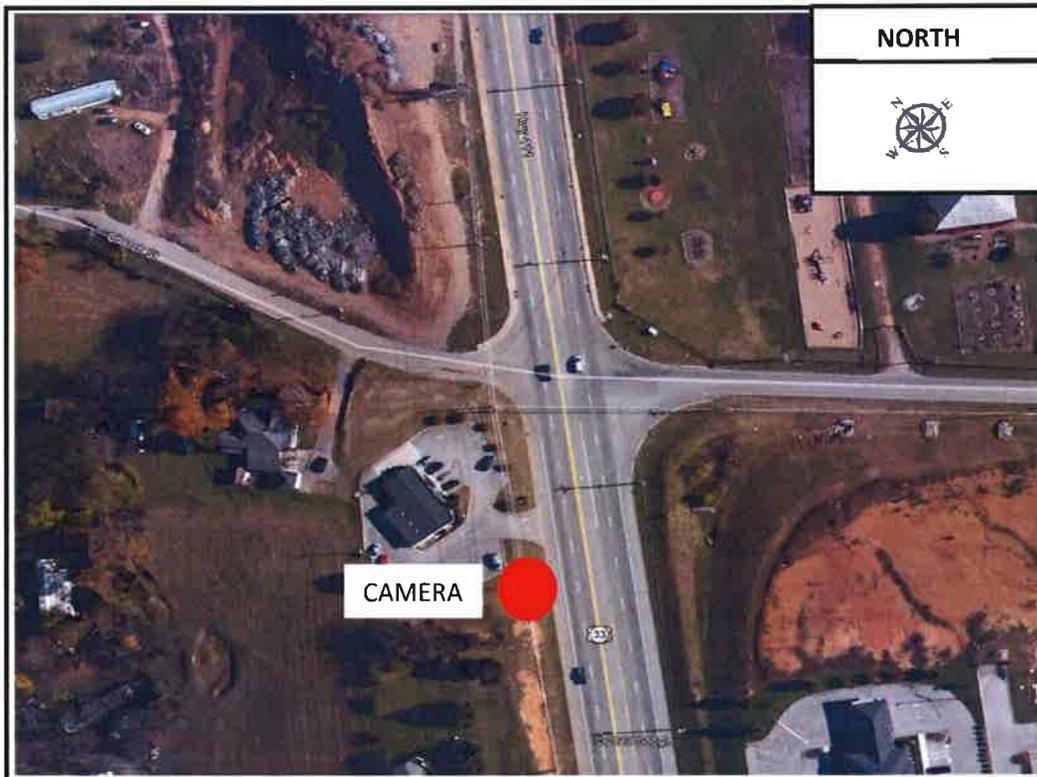
Enclosure



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REGION ONE TRAFFIC OFFICE

Intersection SR-33 Niles Ferry & Church St
City or County: Monroe / Vonore Date: 10/2/2018
Prepared By: Tobby Walker Speed Limit: 45
Notes: _____

Intersection Drawing with lane Configurations



Pictures Taken:

- 1) _____
- 2) _____
- 3) _____
- 4) _____

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Intersection of **SR 33, US 411** and **Niles Ferry Rd & Church St** Date of Count: **10/2/2018** Tuesday
 Day of Week of Count: **Tuesday**

City or County: **Monroe** State: **TN**

Are warranting volumes to be adjusted for built up area or speeds greater than 40 mph? **yes**
 Adjustment factor for day of week and month of year of count: **0.85**
 Number of Lanes: **2**

Major Street: **0.85** **2**
 Minor Street: **0.85** **1**

Time	Major Street		Minor Street	
	Actual Volume	Adjusted Total Volume	Actual Volume	Adjusted Total Volume
Beginning	App #1	App #2	Total	Volume
6:00 am	0	0	0	0
7:00	365	558	923	877
8:00	382	416	798	758
9:00 am	0	0	0	0
10:00	0	0	0	0
11:00	408	388	776	737
12:00 noon	428	410	839	787
1:00	0	0	0	0
2:00	553	419	971	922
3:00 pm	625	484	1089	1035
4:00	854	513	1167	1109
5:00	788	607	1396	1326
6:00 pm	0	0	0	0
7:00	0	0	0	0
8:00	0	0	0	0

Warrant 1A		Warrant 1B		Warrant 1C		Warrant 1D		Warrant 2		Warrant 3	
Min Vehicular Volume		Inter of Cont Traffic		80% of Warrant 1A		80% of Warrant 1B		Four Hour Volume		Peak Hour Volume	
Percent of Warrant		Percent of Warrant		Percent of Warrant		Percent of Warrant		Warrant		Warrant	
Major	Minor	Major	Minor	Major	Minor	Major	Minor	Volume	Percent of Warrant	Volume	Percent of Warrant
0	0	0	0	0	0	0	0	0	0	0	0
209	85	139	168	261	106	174	210	70	127	140	64
180	98	120	184	226	123	150	243	90	114	180	57
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
175	103	117	204	219	129	146	255	90	120	190	57
190	119	127	236	237	148	158	285	80	156	170	74
0	0	0	0	0	0	0	0	0	0	0	0
220	81	146	160	274	101	183	200	60	142	130	65
246	69	164	136	308	86	205	170	60	120	110	65
264	74	176	147	330	93	220	184	60	130	80	87
316	71	210	142	395	89	263	177	60	125	80	94
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
420	105	630	53	336	84	504	42.4	From MUTCD Fig. #-8	Warranting Volumes	From MUTCD Fig. #-6	Warranting Volumes
Total Hours Meeting Warrant =	2	Total Hours Meeting Warrant =	8	Total Hours Meeting Warrant =	5	Total Hours Meeting Warrant =	8	Total Hours Meeting Warrant =	8	Total Hours Meeting Warrant =	0
Warrant Met	No	Warrant Met	Yes	Warrant Met	No	Warrant Met	Yes	Warrant Met	Yes	Warrant Met	No

Note: 0
 — Where more than one minor approach exists use the higher approach volume
 — Number of hours shown is the minimum meeting the MUTCD requirements. Additional hours outside of the count period may meet the MUTCD specified volume levels.

Comments: (include any information which may be useful to the reviewer)
 SR-33, US 411, used all traffic
 Minor Street lead higher approach traffic.

Warrant 1 Met: **Yes**
 Warrant 2 Met: **Yes**
 Warrant 3 Met: **No**
 Minor Street warrant exists

Analysis Prepared by: **Bryan Bantnik, P.E.**
 Organization: **TDOT Region 1 Traffic Office**

Date: **10/17/18**
 Time: **14 18**

Developed by: **T. Darryl Sullivan, P.E.**
 Distributed by: **SITE, Incorporated**
 Updated by: **Andrew Padgett, EI**
 Date: **2/11/2008**

VC/R4

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Intersection of **SR 33, US 411** and **Niles Ferry Rd & Church St**
 Date of Count: **10/2/2016**
 Day of Week of Count: **Tuesday**

City or County: **Monroe** State: **TN**

Major Street: **0.65** **2**
 Minor Street: **0.85** **1**

Are warranting volumes to be adjusted for built up area or speeds greater than 40 mph? **Yes**
 Adjustment factor for day of week and month of year of count: **0.85**
 Number of Lanes: **2**

Time	Major Street		Minor Street	
	Actual Volume	Adjusted Total Volume	Actual Volume	Adjusted Total Volume
6:00 am	0	0	0	0
7:00	428	884	840	52
8:00	432	873	829	68
9:00 am				
10:00				
11:00	804	551	1155	1097
12:00 noon	560	543	1123	1067
1:00				
2:00	571	538	1107	1052
3:00 pm	712	674	1386	1317
4:00	708	690	1398	1328
5:00	629	733	1364	1296
6:00 pm				
7:00				
8:00				

Warrant 1A Min Vehicular Volume Percent of Warrant		Warrant 1B Inter of Cont Traffic Percent of Warrant		Warrant 1C 80% of Warrant 1A Percent of Warrant		Warrant 1D 80% of Warrant 1B Percent of Warrant		Warrant 2 Four Hour Volume Percent of Warrant		Warrant 3 Peak Hour Volume Percent of Warrant	
Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor
0	0	0	0	0	0	0	0	0	0	0	0
200	50	133	98	250	62	167	123	70	74	150	35
197	65	132	128	247	81	164	160	80	85	160	43
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
261	64	174	126	326	80	216	158	60	112	100	67
254	80	169	158	318	100	212	188	60	140	100	84
0	0	0	0	0	0	0	0	0	0	0	0
250	55	167	109	313	69	209	137	60	97	100	58
314	47	209	92	392	56	261	116	60	82	80	61
316	50	211	100	395	63	263	125	60	88	80	66
308	46	206	91	386	57	257	113	60	80	80	60
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
420	105	630	53	336	84	564	42.4	504	42.4	504	42.4
Warrant =	0	Warrant =	5	Warrant =	1	Warrant =	8	Warrant =	2	Warrant =	0
Warrant Met	No	Warrant Met	No	Warrant Met	No	Warrant Met	Yes	Warrant Met	No	Warrant Met	No

Warrant 1 Met: **No**
 Major Street volume is so low that no Minor Street warrant exists

Note: 0
 — Where more than one minor approach exists use the higher approach volume
 — Number of hours shown is the minimum meeting the MUTCD requirements. Additional hours outside of the count period may meet the MUTCD specified volume levels.

Comments: (include any information which may be useful to the reviewer)

SR-33, US 411, used all traffic
 Minor Street used higher approach traffic with right turns allowed

Analysis Prepared by: **Bryan Barink, P.E.**
 Organization: **TDOT Region 1 Traffic Office**
 Date: **10/17/16**
 Time: **14:15**

Developed by: **T. Darcy Sullivan, P.E.**
 Distributed by: **SITE, Incorporated**

Updated by: **Andrew Padgett, EI**
 2/11/2008

VC/R4



Tennessee Department of Transportation

Region 1 Traffic Office

Counted by: TW
 Major Road: SR-33, US 411
 Minor Road: Niles Ferry & Church

File Name : COUNT
 Site Code :
 Start Date : 10/2/2018
 Page No : 1

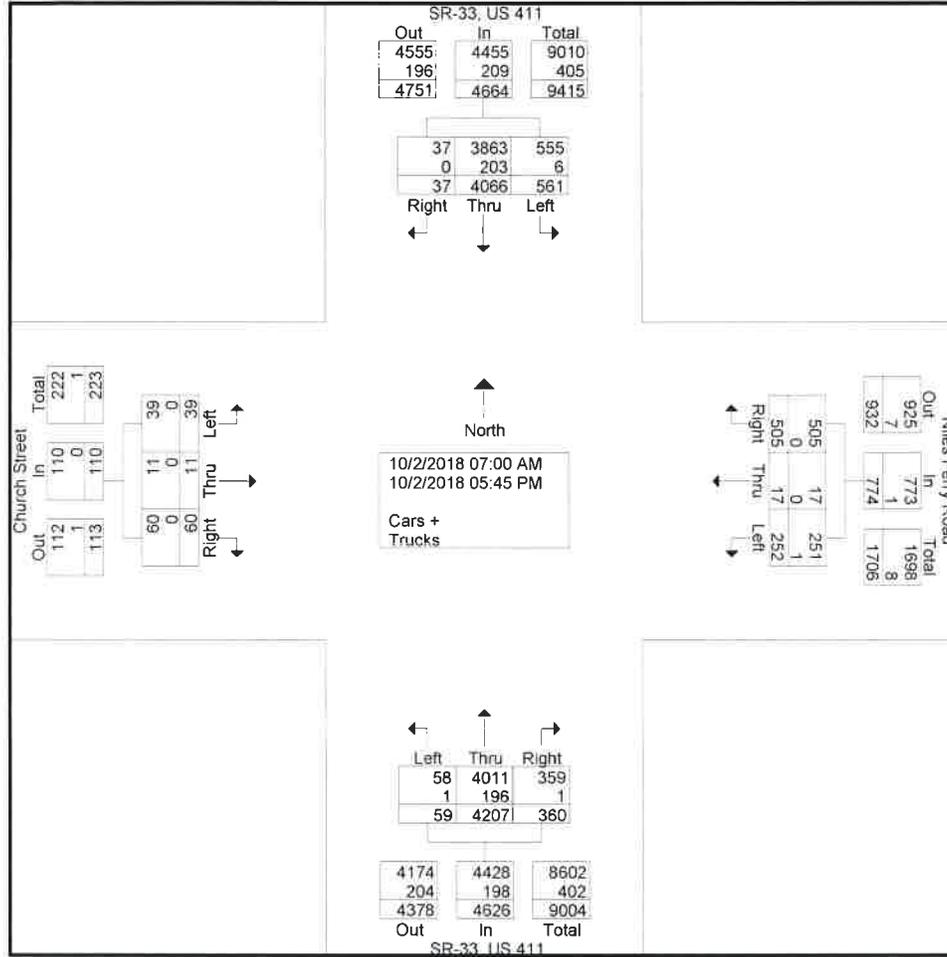
Groups Printed- Cars + - Trucks

Start Time	SR-33, US 411 Southbound				Niles Ferry Road Westbound				SR-33, US 411 Northbound				Church Street Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
07:00 AM	3	71	0	74	5	0	13	18	1	109	1	111	0	0	1	1	204
07:15 AM	5	78	1	84	4	0	21	25	0	107	6	113	0	0	0	0	222
07:30 AM	15	112	0	127	4	0	26	30	3	103	5	111	1	0	0	1	269
07:45 AM	4	137	2	143	3	0	18	21	1	116	4	121	1	0	2	3	288
Total	27	398	3	428	16	0	78	94	5	435	16	456	2	0	3	5	983
08:00 AM	7	91	0	98	6	0	21	27	1	90	5	96	0	1	0	1	222
08:15 AM	14	103	0	117	4	0	14	18	0	108	6	114	1	1	2	4	253
08:30 AM	15	84	0	99	7	0	22	29	1	108	16	125	3	0	1	4	257
08:45 AM	12	105	1	118	18	0	16	34	2	85	19	106	1	0	1	2	260
Total	48	383	1	432	35	0	73	108	4	391	46	441	5	2	4	11	992
11:00 AM	12	121	6	139	4	2	17	23	3	100	15	118	2	0	3	5	285
11:15 AM	10	136	2	148	5	0	15	20	1	128	15	144	3	0	3	6	318
11:30 AM	24	127	4	155	10	0	21	31	1	131	14	146	0	0	2	2	334
11:45 AM	19	141	2	162	9	0	31	40	4	123	16	143	0	0	0	0	345
Total	65	525	14	604	28	2	84	114	9	482	60	551	5	0	8	13	1282
12:00 PM	17	133	1	151	14	0	22	36	3	129	10	142	5	0	2	7	336
12:15 PM	18	126	2	146	12	1	22	35	2	106	11	119	1	0	3	4	304
12:30 PM	14	135	1	150	11	0	18	29	1	132	9	142	1	0	1	2	323
12:45 PM	14	118	1	133	12	4	16	32	2	125	13	140	3	0	1	4	309
Total	63	512	5	580	49	5	78	132	8	492	43	543	10	0	7	17	1272
02:00 PM	17	104	3	124	13	0	12	25	1	99	10	110	1	1	5	7	266
02:15 PM	22	107	1	130	8	1	14	23	1	107	11	119	0	0	2	2	274
02:30 PM	19	133	0	152	12	0	12	24	1	137	16	154	0	1	1	2	332
02:45 PM	22	143	0	165	3	2	12	17	1	140	12	153	2	1	2	5	340
Total	80	487	4	571	36	3	50	89	4	483	49	536	3	3	10	16	1212
03:00 PM	25	153	1	179	7	1	10	18	2	149	10	161	1	1	2	4	362
03:15 PM	17	134	3	154	8	0	10	18	3	153	10	166	1	0	4	5	343
03:30 PM	17	190	0	207	7	2	15	24	6	143	13	162	0	0	1	1	394
03:45 PM	23	149	0	172	8	0	8	16	3	174	8	185	0	0	2	2	375
Total	82	626	4	712	30	3	43	76	14	619	41	674	2	1	9	12	1474
04:00 PM	22	137	0	159	12	0	8	20	1	142	13	156	2	0	2	4	339
04:15 PM	15	147	1	163	9	0	14	23	2	158	9	169	1	2	1	4	359
04:30 PM	29	184	1	214	3	0	18	21	0	159	15	174	2	0	2	4	413
04:45 PM	20	151	1	172	7	0	11	18	3	174	14	191	1	0	2	3	384
Total	86	619	3	708	31	0	51	82	6	633	51	690	6	2	7	15	1495
05:00 PM	28	121	1	150	2	0	13	15	3	179	2	184	1	0	6	7	356
05:15 PM	30	141	0	171	7	2	13	22	4	196	20	220	1	0	3	4	417
05:30 PM	26	128	1	155	7	2	9	18	0	154	16	170	2	3	1	6	349
05:45 PM	26	126	1	153	11	0	13	24	2	143	16	161	2	0	2	4	342
Total	110	516	3	629	27	4	48	79	9	672	54	735	6	3	12	21	1464
Grand Total	561	4066	37	4664	252	17	505	774	59	4207	360	4626	39	11	60	110	10174
Apprch %	12	87.2	0.8		32.6	2.2	65.2		1.3	90.9	7.8		35.5	10	54.5		
Total %	5.5	40	0.4	45.8	2.5	0.2	5	7.6	0.6	41.4	3.5	45.5	0.4	0.1	0.6	1.1	
Cars +	555	3863	37	4455	251	17	505	773	58	4011	359	4428	39	11	60	110	9766
% Cars +	98.9	95	100	95.5	99.6	100	100	99.9	98.3	95.3	99.7	95.7	100	100	100	100	96
Trucks	6	203	0	209	1	0	0	1	1	196	1	198	0	0	0	0	408
% Trucks	1.1	5	0	4.5	0.4	0	0	0.1	1.7	4.7	0.3	4.3	0	0	0	0	4



Tennessee Department of Transportation Region 1 Traffic Office

File Name : COUNT
Site Code :
Start Date : 10/2/2018
Page No : 2



Start Time	SR-33, US 411 Southbound				Niles Ferry Road Westbound				SR-33, US 411 Northbound				Church Street Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	112	0	127	4	0	26	30	3	103	5	111	1	0	0	1	269
07:45 AM	4	137	2	143	3	0	18	21	1	116	4	121	1	0	2	3	288
08:00 AM	7	91	0	98	6	0	21	27	1	90	5	96	0	1	0	1	222
08:15 AM	14	103	0	117	4	0	14	18	0	108	6	114	1	1	2	4	253
Total Volume	40	443	2	485	17	0	79	96	5	417	20	442	3	2	4	9	1032
% App. Total	8.2	91.3	0.4		17.7	0	82.3		1.1	94.3	4.5		33.3	22.2	44.4		
PHF	667	.808	.250	848	.708	.000	.760	800	417	899	.833	913	750	.500	.500	.563	896



Tennessee Department of Transportation

Region 1 Traffic Office

File Name : COUNT
 Site Code :
 Start Date : 10/2/2018
 Page No : 3

Start Time	SR-33, US 411 Southbound				Niles Ferry Road Westbound				SR-33, US 411 Northbound				Church Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	10	136	2	148	5	0	15	20	1	128	15	144	3	0	3	6	318
11:30 AM	24	127	4	155	10	0	21	31	1	131	14	146	0	0	2	2	334
11:45 AM	19	141	2	162	9	0	31	40	4	123	16	143	0	0	0	0	345
12:00 PM	17	133	1	151	14	0	22	36	3	129	10	142	5	0	2	7	336
Total Volume	70	537	9	616	38	0	89	127	9	511	55	575	8	0	7	15	1333
% App. Total	11.4	87.2	1.5		29.9	0	70.1		1.6	88.9	9.6		53.3	0	46.7		
PHF	.729	.952	.563	.951	.679	.000	.718	.794	.563	.975	.859	.985	.400	.000	.583	.536	.966

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	29	184	1	214	3	0	18	21	0	159	15	174	2	0	2	4	413
04:45 PM	20	151	1	172	7	0	11	18	3	174	14	191	1	0	2	3	384
05:00 PM	28	121	1	150	2	0	13	15	3	179	2	184	1	0	6	7	356
05:15 PM	30	141	0	171	7	2	13	22	4	196	20	220	1	0	3	4	417
Total Volume	107	597	3	707	19	2	55	76	10	708	51	769	5	0	13	18	1570
% App. Total	15.1	84.4	0.4		25	2.6	72.4		1.3	92.1	6.6		27.8	0	72.2		
PHF	.892	.811	.750	.826	.679	.250	.764	.864	.625	.903	.638	.874	.625	.000	.542	.643	.941

TENNESSEE DEPARTMENT OF TRANSPORTATION

COUNTY = Monroe Date: 10/17/2018
 Route = State Route 33
 Location = Intersection - State Route 33, US 411, with Niles Ferry Rd and Church St
 Highway Type = 5 Lane
 FUNCTIONAL CLASS Rural Other Principal Arterial
 DATA YEARS = 2015 to 2017 TRIMS Crash Data
 ADT YEARS USED= 2017 TRIMS
 COMMENTS =
 ANALYZED BY = BB

SECTION = MORE THAN 0.10 MILE / SPOT = LESS THAN 0.10 MILE

BLM	ELM	Length	Average AADT	VMT
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0

0.00 0 0

INTERSECTION

Log Mile = 14.83

Leg	Traffic AADT	
North =	14,850	Estimate
East =	250	
South =	14,850	
West =	2,480	
Entering AADT =		16,215

2017 TRIMS

5 Lane
2015 to 2017 Trims Crash Data

		Total	Fatal	Incap. Injury	*Severe Crashes	Other Injury
No. of Crashes	=	6	0	0	0	1
No. of Years	=	3				
SW avg. rate	=	0.062	0.001	0.003	0.004	0.016
2014-2016 HSIP						
Exposure (E)	=	17.7554				
Crash Rate (A)	=	0.338	0.000	0.000	0.000	0.056
Critical Rate (C)	=	0.228				
Severity Index (SI)	=	0.1667				
Actual Rate/SW Average	=	5.45	0.00	0.00	0.00	3.52
Ratio of A/C	=	1.48				

* Severe Crashes are the sum of fatal and incapacitating injury crashes

Revised 5/12/2010

County: MONROE

Route: SR033

Spl Cse: 0-NONE

Cnty Seq: 1

Log Miles: 14.780 to 14.880 - Crash Dates: 1/1/2015 to 12/31/2017
 Vehicle Filter: None - Other Factors Filter: None

<p>Statistics</p> <p>Fatal Crashes: 0</p> <p>Total Killed: 0</p> <p>Incap Injury Crashes: 0</p> <p>Total Incap Injuries: 0</p> <p>Other Injury Crashes: 1</p> <p>Total Other Injuries: 1</p> <p>Prop Damage Crashes: 5</p> <p>Total Crashes: 6</p>	<p>Crashes Involving</p> <p>Pedestrians: 0</p> <p>Hazardous Cargo: 0</p> <p>Work / Constr Zones: 0</p> <p>Fixed Objects: 0</p> <p>Single Unit Trucks: 0</p> <p>Tractor - Trailer Trucks: 0</p> <p>Bicycles: 0</p> <p>Motorcycles: 0</p> <p>Lane Departures: 0</p> <p>Distracted Drivers: 0</p>	<p>First Harmful Event</p> <p>Pedestrian: 0</p> <p>Pedalcycle: 0</p> <p>Railway Train: 0</p> <p>Deer (Animal): 0</p> <p>Other Animal: 0</p> <p>Motor Vehicle in Transport: 6</p> <p>Motor Vehicle in Transport in Other Roadway: 0</p> <p>Parked Motor Vehicle: 0</p> <p>Other Type Non-Motorist: 0</p> <p>Fixed Object: 0</p> <p>Other Object (Not Fixed): 0</p> <p>Non Collision: 0</p> <p>Overturn: 0</p> <p>Jackknife: 0</p> <p>Cross Median: 0</p> <p>Ran Off Road: 0</p>																											
<p>Crash Location</p> <p>Along Roadway: 1</p> <p>At Intersection: 5</p> <p>Railroad Crossing: 0</p> <p>Bridge: 0</p> <p>Underpass: 0</p> <p>Ramp: 0</p> <p>Private Property: 0</p> <p>Other: 0</p>	<p>Road Conditions</p> <p>Ice: 0</p> <p>Snow or Slush: 0</p> <p>Sand, Mud, Dirt or Oil: 0</p> <p>Wet: 2</p> <p>Dry: 4</p>																												
<p>Manner of Collision</p> <p>Rear End: 2</p> <p>Head On: 0</p> <p>Rear-to-Side / Rear: 0</p> <p>Angle: 4</p> <p>Sideswipe Same Dir: 0</p> <p>Sideswipe Opp Dir: 0</p> <p>Unknown: 0</p>	<p>Light Conditions</p> <p>Dawn: 0</p> <p>Daylight: 4</p> <p>Dusk: 0</p> <p>Dark / Lighted: 2</p> <p>Dark / Not Lighted: 0</p> <p>Not Indicated: 0</p>	<p>Weather Conditions</p> <p>No Adverse Conditions: 4</p> <p>Rain: 2</p> <p>Sleet and Hail: 0</p> <p>Snow: 0</p> <p>Foggy: 0</p> <p>Smog, Smoke: 0</p> <p>Crosswind: 0</p>																											
<p>Fixed Objects</p> <table border="0"> <tr> <td>Boulder: 0</td> <td>Other Barrier: 0</td> <td>Ditch: 0</td> </tr> <tr> <td>Building: 0</td> <td>Highway Traffic Sign Post: 0</td> <td>Embankment: 0</td> </tr> <tr> <td>Impact Attenuator: 0</td> <td>Overhead Sign Support: 0</td> <td>Fence: 0</td> </tr> <tr> <td>Overhead Structure: 0</td> <td>Luminaire/Light Support: 0</td> <td>Wall: 0</td> </tr> <tr> <td>Bridge Pier/Abutment/End: 0</td> <td>Traffic Signal Support: 0</td> <td>Mail Box: 0</td> </tr> <tr> <td>Bridge Rail: 0</td> <td>Utility Pole: 0</td> <td>Shrubbery: 0</td> </tr> <tr> <td>Guardrail: 0</td> <td>Other Post, Pole Supports: 0</td> <td>Tree: 0</td> </tr> <tr> <td>Cable Barrier: 0</td> <td>Culvert: 0</td> <td>Fire Hydrant: 0</td> </tr> <tr> <td></td> <td>Curb: 0</td> <td>Other Fixed Object: 0</td> </tr> </table> <p><i>This report was generated by E-TRIMS</i></p>			Boulder: 0	Other Barrier: 0	Ditch: 0	Building: 0	Highway Traffic Sign Post: 0	Embankment: 0	Impact Attenuator: 0	Overhead Sign Support: 0	Fence: 0	Overhead Structure: 0	Luminaire/Light Support: 0	Wall: 0	Bridge Pier/Abutment/End: 0	Traffic Signal Support: 0	Mail Box: 0	Bridge Rail: 0	Utility Pole: 0	Shrubbery: 0	Guardrail: 0	Other Post, Pole Supports: 0	Tree: 0	Cable Barrier: 0	Culvert: 0	Fire Hydrant: 0		Curb: 0	Other Fixed Object: 0
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