

# VIDEO CONFLICT ANALYSIS - FINAL

Location: Yonge Street & Durham Street Intersection,

Walkerton, Ontario

August 2022



# VIDEO CONFLICT ANALYSIS OF YONGE STREET & DURHAM STREET INTERSECTION - FINAL

Location: Town of Walkerton, Ontario

Our File: 220159

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#### 1.0 INTRODUCTION

#### 1.1 Background

True North Safety Group ('TNS') was retained by Transoft Solutions ('Transoft') to conduct a safety review of the intersection of Yonge Street and Durham Street, located in the Town of Walkerton, Ontario. The purpose of this review was to:

- Examine the intersection for conformity and consistency relative to prevailing guidelines;
- Identify any safety issues that may exist; and
- ▶ Recommend remedial measures to address the identified operational and safety issues.

As part of this study, Transoft Solutions ('Transoft') collected conflict analysis data, vehicular speed data, and traffic volumes at the subject intersection. TNS analyzed the outputs and included the key road safety review findings in this report.

#### 1.2 Study Area

The intersection of Yonge Street and Durham Street is a stop-controlled intersection located in the Town of Walkerton, Ontario. The northbound and southbound approaches to the intersection are stop controlled. The lane configuration at the intersection consists of one shared right turn/through/left-turn lane on each approach. Durham Street (Bruce Road 2) is under the jurisdiction of Bruce County (the 'County'). Yonge Street is under the jurisdiction of the Municipality of Brockton.

In vicinity of the subject intersection, Yonge Street is a north-south two-lane roadway and Durham Street is an east-west two-lane roadway. The posted speed limit is 50 kilometres per hour (km/h) on Durham Street and Yonge Street South (south of Durham Street), and 40 km/h on Yonge Street North (north of Durham Street). Land uses within the vicinity of the study area intersection are primarily residential, with commercial properties on the northwest, northeast, and southeast corners of the intersection.

Figure 1 shows the intersection and surrounding area.





Figure 1: Study intersection (© Bruce County, 2022).1

#### 1.3 Video Data Collection

One camera was installed at the intersection to capture all traffic movements. The view from the camera is shown in **Figure 2**. Data was collected for a total of 54 hours over a five-day period (June 30 to July 4, 2022).



<sup>1</sup> https://brucecounty.on.ca.maps.



Figure 2: Camera view on the southeast corner of the intersection.

#### 2.0 VIDEO ANALYTICS

The results of the video analytic assessment related to traffic volumes and conflicts for the subject intersection are provided below.

#### 2.1 Volumes

Figure 3 and Figure 4 show the intersection peak hour volumes on both a representative weekend (Saturday, July 2, 2022) and weekday (Monday, July 4, 2022).

On the representative weekend, the peak traffic conditions at the study intersection occurred from 12:15 p.m. to 1:15 p.m. (midday peak hour), and from 3:30 p.m. to 4:30 p.m. (afternoon peak hour). The intersection peak hour volumes counted on July 2, 2022, are shown in **Figure 3**.

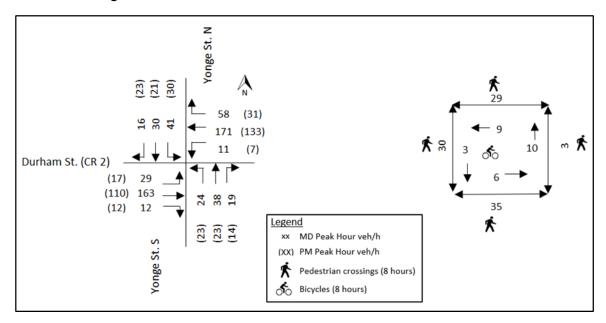


Figure 3: Intersection volumes on Saturday, July 2, 2022.

On the representative weekday, the peak traffic conditions at the study intersection occurred from 8:00 a.m. to 9:00 p.m. (morning peak hour), and from 4:45 p.m. to 5:45 p.m. (afternoon peak hour). The intersection peak hour volumes counted on July 4, 2022, are shown in **Figure 4**.



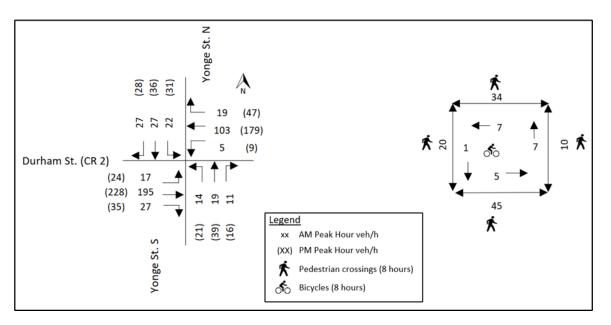


Figure 4: Intersection volumes on Monday, July 4, 2022.



#### 2.2 Conflicts

#### 2.2.1 Conflict Analysis Methodology

Traffic conflicts can be grouped in two main types: time-proximity conflicts and evasive action conflicts. Traffic conflicts based on an evasive action consist of an event involving two or more road users, in which the action of one user causes the other user to brake or swerve. Time-proximity conflicts consist of determining how close in time or space the involved road users are to colliding. The time-proximity conflict measures include Post Encroachment Time (PET) and Time to Collision (TTC).

PET is defined as the time between the first road user leaving the common spatial zone (i.e., where two road users could potentially collide) and the second road user arriving to the common spatial zone. TTC describes the time until a collision that would have happened if two conflicting road users were to continue their paths and speeds. The lower the PET and/or TTC, the smaller the temporal and/or spatial proximity between the road users and the lower the available reaction time would be.

Transoft's video conflict algorithm captures all safety-related events with a PET/TTC of less than ten seconds. The information about each safety-related event (e.g., speed of the road users, PET or TTC values, vehicle that arrived first at the conflict location, date, and time) is recorded in a disaggregated database. In general, video footage for each safety-related event with a PET/TTC of less than two seconds is also provided.

The safety-related events identified by Transoft's algorithm are not differentiated as to whether the safety-related event was the result of normal operations or of hazardous road user behaviors that could have resulted in a collision. Therefore, further analysis was required to identify which safety-related events involved hazardous road user behaviors (actual conflicts).

The approach used to differentiate the actual conflicts varied based on the nature of the conflicts and the available data. **Table 1** summarizes the approach used to identify which safety-related events involved hazardous road user behaviors for the key conflict types.



Table 1: Approach to identify conflicts.

Conflict Type	Approach
	<ul> <li>Determining which safety-related events involved a hazardous behavior by the motorist and/or pedestrian can only be accomplished by reviewing individual video footage.</li> </ul>
Conflicts with vulnerable road users (VRUs) Right-turning, left-turning, or through vehicle in conflict	<ul> <li>Each video footage for safety-related events of 2 seconds or less are reviewed and the safety- related events that required an evasive action are flagged.</li> </ul>
with a vulnerable road user.	<ul> <li>In addition to providing the total number of safety-related events of 2 seconds or less, a description of the safety-related events that required an evasive action is provided.</li> </ul>
Opposing Left Turn Vehicle making a left turn in	<ul> <li>The conflict frequency of the safety-related events where the first vehicle to arrive at the conflict point was the left turning motorist is provided.</li> </ul>
front of a vehicle approaching from the opposing direction.	<ul> <li>The frequency of opposing left turn safety- related events where the left turning vehicle arrived second at the conflict point is not considered as part of the analysis.</li> </ul>
Angle Vehicles travelling at an angle to each other.	<ul> <li>An angle conflict type occurring at a controlled intersection implies that one vehicle disobeyed the traffic control system. Therefore, all recorded angle safety-related events are considered conflicts.</li> </ul>
Right turn  Vehicle making a right turn in	<ul> <li>The conflict frequency of the safety-related events where the first vehicle to arrive at the conflict point was the right turning motorist is provided.</li> </ul>
front of a perpendicular through vehicle.	<ul> <li>The frequency of right turning safety-related events where the right turning vehicle arrived second at the conflict point is not considered as part of this analysis.</li> </ul>

Conflicts are also sorted into risk levels. The conflict risk level speed thresholds are based on the Wramborg biomechanical survivability thresholds<sup>2</sup>. These risk levels are shown in **Table 2**.

<sup>2</sup> Jurewicz, Chris, Air Sobhani, Jeremy Woolley, Jeff Dutschke and Bruce Corben. 2016. "Exploration of Vehicle Impact Speed-Injury Severity Relationships for Application in Safer Road Design." Transportation Research Procedia, Volume 14: 4247-4256.



Table 2: Conflict risk levels based on vehicular and pedestrian speeds.

Risk Level	Vehicle-Pedestrian Conflicts	Vehicle-Vehicle Conflicts
Low	< 15 km/h	< 35 km/h
Medium	> 15 km/h	> 35 km/h
High	> 35 km/h	> 50 km/h
Critical	> 50 km/h	> 70 km/h

The results for the conflict analysis are provided below. In **Appendix A**, a list of the less than 2 seconds conflicts with the hyperlink to the associated video footage for each key conflict type is provided.



#### 2.2.2 Conflicts with Vulnerable Road Users

Table 3 summarizes the number of conflicts recorded at each crosswalk.

Table 3: Frequency of conflicts at each crosswalk with PET of less than 2.0 seconds.

Risk Level	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk
Low	1 (100%)	1 (50%)	0 (0%)	1 (7%)
Medium	0 (0%)	1 (50%)	0 (0%)	8 (53%)
High	0 (0%)	0 (0%)	0 (0%)	4 (27%)
Critical	0 (0%)	0 (0%)	0 (0%)	2 (13%)
Total	1	2	0	15

Most of the conflicts with VRUs were recorded at the west crosswalk.

**Table 4** summarizes the number of conflicts per VRU conflict types.

Table 4: Frequency of conflicts with PET of less than 2.0 seconds per VRU conflict types.

Risk Level	Right Turn	Left Turn	Through
Low	1 (20%)	0 (0%)	2 (18%)
Medium	4 (80%)	2 (100%)	3 (27%)
High	0 (0%)	0 (0%)	4 (36%)
Critical	0 (0%)	0 (0%)	2 (18%)
Total	5	2	11

#### Right Turn with Vulnerable Road Users

**Table 5** summarizes the number of conflicts recorded between right turning traffic and VRUs

Table 5: Frequency of conflicts between right turning vehicles and VRUs with PET of less than 2.0 seconds.

Risk	North Crosswalk		South Crosswalk		East Crosswalk		West Crosswalk	
Level	WBRT	SBRT	EBRT	NBRT	NBRT	WBRT	SBRT	EBRT
Low	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (50%)
Medium	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (100%)	1 (50%)
High	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Critical	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	0	0	0	0	0	0	3	2



The only conflicts between right turning traffic and VRUs were recorded at the west crosswalk.

#### Left Turn with Vulnerable Road Users

**Table 6** summarizes the number of conflicts recorded between left turning traffic and VRUs.

Table 6: Frequency of conflicts between left turning vehicles and VRUs with PET of less than 2.0 seconds.

Risk	North Crosswalk		South Crosswalk		East Crosswalk		West Crosswalk	
Level	EBLT	SBLT	WBLT	NBLT	SBLT	WBLT	NBLT	EBLT
Low	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Medium	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)
High	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Critical	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	0	0	0	0	0	0	1	1

#### Through with Vulnerable Road Users

**Table 7** summarizes the number of conflicts recorded between through traffic and VRUs.

Table 7: Frequency of conflicts between through vehicles and VRUs with PET of less than 2.0 seconds.

Risk	North Crosswalk		South Crosswalk		East Crosswalk		West Crosswalk	
Level	NBT	SBT	NBT	SBT	EBT	WBT	EBT	WBT
Low	0 (0%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Medium	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	2 (29%)	0 (0%)
High	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (43%)	1 (100%)
Critical	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (29%)	0 (0%)
Total	0	1	1	1	0	0	7	1



#### 2.2.3 Other Conflict Types

Table 8 summarizes the number of conflicts for the most common vehicular conflict types.

Table 8: Frequency of vehicular conflict types with PET of less than 2.0 seconds.

Risk Level	Right Turn Conflicts	Left Turn with Opposing Through Conflicts	Angle Type Conflicts
Low	17 (100%)	10 (67%)	9 (3%)
Medium	0 (0%)	4 (27%)	189 (73%)
High	0 (0%)	1 (7%)	61 (24%)
Critical	0 (0%)	0 (0%)	0 (0%)
Total	17	15	259

Most of the recorded vehicular conflicts were angle type conflicts.

#### Left Turn Conflicts

**Table 9** summarizes the number of conflicts recorded for left turning traffic conflict types.

Table 9: Frequency of conflicts with left turning traffic with PET of less than 2.0 seconds.

Risk Level	NBLT with SBT	SBLT with NBT	EBLT with WBT	WBLT with EBT
Low	8 (100%)	2 (100%)	0 (0%)	0 (0%)
Medium	0 (0%)	0 (0%)	4 (100%)	0 (0%)
High	0 (0%)	0 (0%)	0 (0%)	1 (100%)
Critical	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	8	2	4	1

#### <u>Angle</u>

Table 10 summarizes the number of conflicts recorded for angle traffic conflict types.

Table 10: Frequency of angle conflicts with PET of less than 2.0 seconds.

Risk Level	NBT with EBT	NBT with WBT	SBT with EBT	SBT with WBT
Low	2 (2%)	1 (2%)	2 (8%)	4 (5%)
Medium	58 (62%)	48 (86%)	16 (64%)	67 (80%)
High	34 (36%)	7 (13%)	7 (28%)	13 (15%)
Critical	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	94	56	25	84



Our review of the conflict analysis data and video clips collected and analyzed by Transoft indicated that the most common conflict type at the intersection is angle conflicts. The angle conflicts represented 84% of all conflicts recorded during the 54 hours of video collected and analyzed. The breakdown of the angle conflicts into one second time bins is shown in **Table 11**.

Table 11: Breakdown of angle conflicts with PET of less than 2.0 seconds.

PET (s)	NBT with EBT	NBT with WBT	SBT with EBT	SBT with WBT
0 - 1.0 s	2 (2%)	1 (2%)	1 (4%)	9 (11%)
1.0 s - 2.0 s	92 (98%)	55 (98%)	24 (96%)	75 (89%)
Total	94	56	25	84

#### Right Turn Conflicts

**Table 12** summarizes the number of conflicts recorded for right turning traffic conflict types.

Table 12: Frequency of conflicts with right turning traffic with PET of less than 2.0 seconds.

Risk Level	NBRT with EBT	SBRT with WBT	EBRT with SBT	WBRT with NBT
Low	0 (0%)	1 (100%)	4 (100%)	12 (100%)
Medium	0 (0%)	0 (0%)	0 (0%)	0 (0%)
High	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Critical	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	0	1	4	12



#### 2.3 Speeds

#### 2.3.1 Conflicts with Vulnerable Road Users

#### Right Turn with Vulnerable Road Users

A comparison of the 85th percentile speed per movement for the conflicts with right turning traffic and VRUs is summarized in **Table 13**.

Table 13: Speed in kilometres per hour per movement for the conflicts between right turning traffic and VRUs.

Conflict Type	Right Turn Movement	Pedestrian
NBRT vs VRU (East Crosswalk)	14.35	7.01
SBRT vs VRU (West Crosswalk)	11.62	4.30
EBRT vs VRU (South Crosswalk)	20.99	6.17
WBRT vs VRU (North Crosswalk)	18.46	8.79

Corner radii at the intersection were measured to be approximately 12 metres on the northeast and northwest corners, and seven metres on the southeast and southwest corners.

#### <u>Left Turn with Vulnerable Road Users</u>

A comparison of the 85<sup>th</sup> percentile speed per movement for the conflicts with left turning traffic and VRUs is summarized in **Table 14**.

Table 14: Speed in kilometres per hour per movement for the conflicts between left turning traffic and VRUs.

Conflict Type	Left Turn Movement	Pedestrian
NBLT vs VRU (West Crosswalk)	13.77	7.16
SBLT vs VRU (East Crosswalk)	9.27	4.07
EBLT vs VRU (North Crosswalk)	19.68	10.70
WBLT vs VRU (South Crosswalk)	22.11	6.99



#### 2.3.2 Other Conflict Types

#### Left Turn Conflicts

A comparison of the 85<sup>th</sup> percentile speed per movement for the left turn conflict types is summarized in **Table 15**.

Table 15: 85<sup>th</sup> percentile speed per movement for the left turn conflicts.

Conflict Type	Left turn Movement	Through Movement
NBLT with SBT	14.45	11.99
SBLT with NBT	11.33	18.00
EBLT with WBT	21.91	49.13
WBLT with EBT	22.89	51.41

#### <u>Angle</u>

A comparison of the 85<sup>th</sup> percentile speed per movement for the angle conflict types is summarized in **Table 16**.

Table 16: 85<sup>th</sup> percentile speed per movement for the angle conflicts.

Conflict Type	Through N/S	Through E/W
NBT with EBT	18.36	52.01
NBT with WBT	18.51	50.14
SBT with EBT	12.20	52.33
SBT with WBT	12.20	51.13

#### Right Turn Conflicts

A comparison of the 85<sup>th</sup> percentile speed per movement for the right turn conflict types is summarized in **Table 17**.

Table 17: 85<sup>th</sup> percentile speed per movement for the right turn conflicts.

Conflict Type	Right turn movement	Through movement
NBRT with EBT	16.66	53.78
SBRT with WBT	12.98	50.08
EBRT with SBT	23.52	11.79
WBRT with NBT	21.46	17.89



#### 3.0 POTENTIAL CONTRIBUTING FACTORS AND REMEDIAL MEASURES

The identification of potential contributing factors was based on a review of video clips and the above video analytic outputs. These potential contributing factors are summarized in **Table 18**. The potential remedial measures to address the identified safety issues are summarized in **Table 19**. Note that no field investigations were conducted as part of this video conflict analysis. The County should confirm the feasibility of the recommended remedial measures before implementing them.



Table 18: Identified Safety Issues.

#### **Safety Issues**

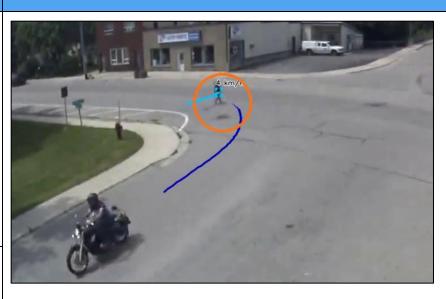
#### **Conflict Example**

#### VRUs crossing at uncontrolled locations

Multiple pedestrians were observed crossing the intersection of Yonge Street and Durham Street at unmarked and uncontrolled crossing locations. The absence of marked crosswalks leads to unpredictable movements by pedestrians, encourages pedestrians to enter the intersection at undesignated areas, and increases the risk of vehicle-pedestrian conflicts. Marking of pedestrian crosswalks increases visibility and awareness of the potential presence of pedestrians. The nearest controlled crossing is located at Jackson Street, approximately 280 m east of Yonge Street.

#### Long crossing distances

The cross-sections of both Yonge Street and Durham Street exceed 10 m, which is a long crossing distance for a two-lane roadway. Long crossing distances for pedestrians and cyclists expose them to conflicts with motorists and increase the collision risk.



Video ID: <u>64042574</u>



#### **Safety Issues**

#### **Conflict Example**

#### Faded pavement markings

The faded condition of the yellow centre lines stop bars does not clearly indicate where motorists are to stop at the intersection. The proper path of travel is not clearly delineated, which can lead to driver confusion and higher speeds.



#### Low lighting levels<sup>3</sup>

The lighting levels may not be uniform across the intersection. Lower lighting levels appear to be provided on the northwest and southwest corners of the intersection, as there is no light pole installed on either corner. During nighttime conditions, observing VRUs crossing the intersection may be challenging.



<sup>3</sup> Note that no formal lighting assessment was conducted as part of this safety review. The comments about the lighting levels are based on a cursory review of Google Streetview images.



#### **Safety Issues**

#### **Conflict Example**

#### Restricted visibility on the northeast corner

When conducting intersection assessments, sight distance requirements must be considered for vehicles approaching a stop-controlled condition ('approach sight distance'), for vehicles departing from the stop location into the intersection ('departure sight distance'), and for the stopping sight distance. A desktop review of the sight lines revealed that the approach and departure sight distances on the northeast and southeast corner of the intersection are limited due to the presence of buildings. The skewed configuration of the intersection is also contributing to the reduced visibility. The restricted visibility increases the risk of angle, left turn and right turn collisions at the intersection.



Restricted visibility provided on the southeast corner of the intersection.



Table 19: Potential Remedial Measures.

Safety Issues	Potential Remedial Measures	Effectiveness	Timeline
VRUs crossing at uncontrolled locations	Install a pedestrian crossover (PXO) to provide VRUs with protected crossing opportunities by requiring motorists to yield the right of way. Based on pedestrian volumes, the most suitable approach for the installation of a PXO is the west leg. Based on a review of the recorded volumes and OTM Book 15, a Level 2 Type B PXO is the most applicable for this intersection. Intersection pedestrian signals or full intersection signalization are not warranted at this location.	CMF of 0.6 – 0.81 for installation of a high-visibility crosswalk.	Medium-to-long- term
Long crossing distances and restricted visibility	Reduce the intersection paved area to better delineate the through path, improve visibility, reduce the pedestrian and motorists crossing distances, improve the approaches alignment, and reduce speed of eastbound/westbound motorists, by considering the following treatments:  Install a curb extension on the northwest and southwest corners of the intersection. The County should also consider installing curb extensions on the southeast and northeast corners.  Move the stop bars and stop signs installed on Yonge Street closer to the intersection.  Figure 5 shows a potential intersection design with these remedial measures.	No specific CMF. However, providing a more constrained intersection, would result in reduced speed and increase the perception-reaction time of motorists at the intersection. Such geometry changes would reduce the pedestrian crossing distance by approximately 5 to 10 metres.	Medium-to-long- term
Faded pavement markings	Repaint the stop bars and yellow dividing lines to better indicate where road users are expected to stop.	No specific CMF available for this countermeasure.	Short-term
Low lighting conditions	Assess the lighting conditions at the intersection to determine if improvements should be installed.	No specific CMF available for this countermeasure.	Short-term



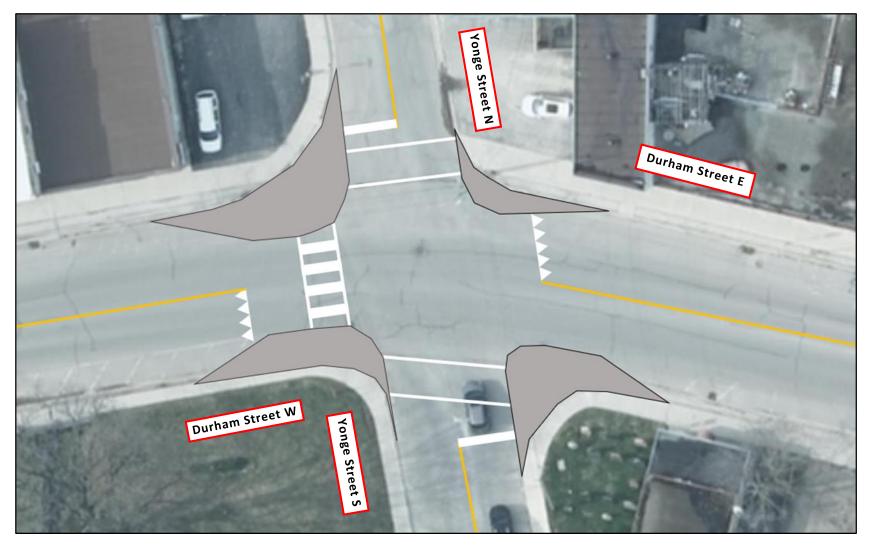


Figure 5: Potential intersection layout with curb extensions and west crosswalk PXO.



#### 4.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The identified remedial measures are grouped into the following three categories:

- Short-term actions include relatively inexpensive measures that could be implemented in the short-term without major physical changes to the layout of the intersection.
- Medium/long-term recommendations are more costly, which require longterm planning, and design.
- ▶ Potential improvement options represent a subset of longer-term countermeasures that could be implemented but are not currently required for implementation based on the safety performance and lower collision risk. These improvements could be considered in the future if any substantial changes in the number of collisions, conflicts, or traffic volumes occur.

#### 4.1 Short-term Actions

▶ Repaint the stop bars and yellow dividing lines.

#### 4.2 Medium/Long-term Recommendations

- Install a PXO on the west approach.
- Reduce the intersection paved area by considering the following treatments:
  - o Install a curb extension on the northwest and southwest corners of the intersection.
  - Consider installing curb extensions on the northeast and southeast corners.
- Move the stop bars and stop signs installed on Yonge Street closer to the intersection.

#### 4.3 Potential Improvement Options

Assess the lighting conditions.



#### **APPENDIX A:**

Conflicts with a PET/TTC of 2.0 seconds of less



#### **Conflicts with VRUs**

Safety Indicator Value(seconds)	Date	Time	Evasive Action Conflicts	URL
0.33	7/01/22	12:23:31	No	https://results.trafxsafe.com/indicators/64090161
0.4	7/01/22	13:03:39	No	https://results.trafxsafe.com/indicators/64037860
0.53	7/01/22	13:03:39	No	https://results.trafxsafe.com/indicators/64037859
0.73	7/01/22	11:19:41	No	https://results.trafxsafe.com/indicators/64039773
1	7/01/22	11:19:48	No	https://results.trafxsafe.com/indicators/64039771
1.03	6/30/22	14:19:32	No	https://results.trafxsafe.com/indicators/64040126
1.23	6/30/22	17:08:29	No	https://results.trafxsafe.com/indicators/64039446
1.27	7/01/22	17:59:49	No	https://results.trafxsafe.com/indicators/64044969
1.3	7/03/22	12:22:14	No	https://results.trafxsafe.com/indicators/64040406
1.33	7/01/22	13:38:24	No	https://results.trafxsafe.com/indicators/64090055
1.6	7/03/22	13:21:17	No	https://results.trafxsafe.com/indicators/64091586
1.8	7/01/22	19:34:54	No	https://results.trafxsafe.com/indicators/64043975
1.84	7/02/22	14:43:41	No	https://results.trafxsafe.com/indicators/64042574
1.87	7/04/22	15:06:18	No	https://results.trafxsafe.com/indicators/64088776
1.94	7/02/22	17:44:08	No	https://results.trafxsafe.com/indicators/64046994



# Opposing Left Turn

Safety Indicator Value(seconds)	Date	Time	URL
0.97	6/30/22	17:35:12	https://results.trafxsafe.com/indicators/64043577
1.43	7/03/22	12:29:00	https://results.trafxsafe.com/indicators/64040338
1.53	7/04/22	18:22:24	https://results.trafxsafe.com/indicators/64042177
1.57	7/03/22	9:42:05	https://results.trafxsafe.com/indicators/64044748
1.6	6/30/22	16:18:57	https://results.trafxsafe.com/indicators/64044015
1.63	7/04/22	18:40:08	https://results.trafxsafe.com/indicators/64042135
1.7	7/02/22	13:08:02	https://results.trafxsafe.com/indicators/64048727
1.7	7/02/22	12:54:09	https://results.trafxsafe.com/indicators/64048782
1.74	7/04/22	17:32:01	https://results.trafxsafe.com/indicators/64043317
1.74	7/03/22	15:31:12	https://results.trafxsafe.com/indicators/64040828
1.77	6/30/22	17:43:36	https://results.trafxsafe.com/indicators/64043725
1.87	7/04/22	16:53:15	https://results.trafxsafe.com/indicators/64041992
1.9	6/30/22	16:50:59	https://results.trafxsafe.com/indicators/64039373
1.94	7/04/22	15:14:15	https://results.trafxsafe.com/indicators/64088628
1.94	7/02/22	18:12:19	https://results.trafxsafe.com/indicators/64043856



# Angle

Aligic			
Safety Indicator Value(seconds)	Date	Time	URL
0.5	7/01/22	10:30:13	https://results.trafxsafe.com/indicators/64047218
0.57	7/04/22	17:30:04	https://results.trafxsafe.com/indicators/64043205
0.63	7/03/22	19:06:11	https://results.trafxsafe.com/indicators/64044987
0.67	7/04/22	8:23:48	https://results.trafxsafe.com/indicators/64042717
0.73	7/03/22	11:09:19	https://results.trafxsafe.com/indicators/64046229
0.77	7/04/22	13:48:33	https://results.trafxsafe.com/indicators/64089704
0.83	7/02/22	16:00:28	https://results.trafxsafe.com/indicators/64042899
0.83	7/01/22	13:21:45	https://results.trafxsafe.com/indicators/64037686
0.9	7/01/22	14:32:52	https://results.trafxsafe.com/indicators/64090430
0.93	6/30/22	18:44:18	https://results.trafxsafe.com/indicators/64044560
0.93	7/01/22	15:36:27	https://results.trafxsafe.com/indicators/64044356
0.93	7/01/22	19:16:39	https://results.trafxsafe.com/indicators/64043939
0.97	7/04/22	11:56:43	https://results.trafxsafe.com/indicators/64045823
1	7/02/22	11:19:26	https://results.trafxsafe.com/indicators/64046072
1	7/01/22	19:51:03	https://results.trafxsafe.com/indicators/64089621
1.03	7/04/22	15:43:00	https://results.trafxsafe.com/indicators/64041571
1.07	7/01/22	15:44:12	https://results.trafxsafe.com/indicators/64041454
1.07	6/30/22	16:45:04	https://results.trafxsafe.com/indicators/64044046
1.1	7/02/22	11:22:41	https://results.trafxsafe.com/indicators/64045998
1.1	6/30/22	15:20:11	https://results.trafxsafe.com/indicators/64038179
1.1	6/30/22	17:47:30	https://results.trafxsafe.com/indicators/64043465
1.1	6/30/22	18:04:02	https://results.trafxsafe.com/indicators/64043475
1.1	7/03/22	9:38:27	https://results.trafxsafe.com/indicators/64044724
1.1	7/02/22	14:09:49	https://results.trafxsafe.com/indicators/64042437
1.13	7/04/22	16:58:48	https://results.trafxsafe.com/indicators/64042011
1.13	7/03/22	13:58:45	https://results.trafxsafe.com/indicators/64089582
1.13	6/30/22	18:04:17	https://results.trafxsafe.com/indicators/64043537
1.13	7/02/22	13:07:45	https://results.trafxsafe.com/indicators/64048749
1.13	7/01/22	13:47:34	https://results.trafxsafe.com/indicators/64089990
1.13	7/04/22	16:41:20	https://results.trafxsafe.com/indicators/64041868



1.13	7/04/22	19:20:27	https://results.trafxsafe.com/indicators/64047094
1.17	7/04/22	8:12:18	https://results.trafxsafe.com/indicators/64042645
1.17	6/30/22	17:27:26	https://results.trafxsafe.com/indicators/64043508
1.17	7/01/22	14:21:41	https://results.trafxsafe.com/indicators/64090279
1.2	7/02/22	12:20:10	https://results.trafxsafe.com/indicators/64049514
1.2	7/03/22	15:14:27	https://results.trafxsafe.com/indicators/64040841
1.2	7/02/22	10:09:03	https://results.trafxsafe.com/indicators/64040944
1.2	6/30/22	19:58:42	https://results.trafxsafe.com/indicators/64089484
1.2	7/04/22	16:41:52	https://results.trafxsafe.com/indicators/64041925
1.23	6/30/22	19:55:27	https://results.trafxsafe.com/indicators/64089469
1.23	7/04/22	9:41:09	https://results.trafxsafe.com/indicators/64047916
1.23	7/02/22	17:03:37	https://results.trafxsafe.com/indicators/64090097
1.23	7/03/22	12:31:15	https://results.trafxsafe.com/indicators/64040353
1.27	7/04/22	14:52:51	https://results.trafxsafe.com/indicators/64091842
1.27	6/30/22	19:56:14	https://results.trafxsafe.com/indicators/64089475
1.27	6/30/22	16:47:38	https://results.trafxsafe.com/indicators/64044001
1.27	7/04/22	10:58:26	https://results.trafxsafe.com/indicators/64090537
1.3	7/01/22	10:23:29	https://results.trafxsafe.com/indicators/64039839
1.3	7/02/22	13:42:23	https://results.trafxsafe.com/indicators/64041787
1.3	6/30/22	15:18:49	https://results.trafxsafe.com/indicators/64038208
1.3	6/30/22	15:32:37	https://results.trafxsafe.com/indicators/64038185
1.33	7/04/22	15:34:27	https://results.trafxsafe.com/indicators/64088491
1.33	6/30/22	14:59:25	https://results.trafxsafe.com/indicators/64039954
1.33	7/02/22	11:19:10	https://results.trafxsafe.com/indicators/64046147
1.33	7/03/22	11:01:38	https://results.trafxsafe.com/indicators/64046274
1.33	7/03/22	11:29:02	https://results.trafxsafe.com/indicators/64046233
1.33	6/30/22	17:01:42	https://results.trafxsafe.com/indicators/64039150
1.33	7/02/22	10:27:54	https://results.trafxsafe.com/indicators/64041006
1.37	6/30/22	18:42:05	https://results.trafxsafe.com/indicators/64044498
1.37	7/01/22	15:13:02	https://results.trafxsafe.com/indicators/64044360
1.37	7/03/22	15:35:56	https://results.trafxsafe.com/indicators/64040815
1.37	7/01/22	18:39:30	https://results.trafxsafe.com/indicators/64040785
1.37	7/04/22	18:05:24	https://results.trafxsafe.com/indicators/64043250



1.37	7/03/22	13:29:05	https://results.trafxsafe.com/indicators/64091513
1.37	7/03/22	14:09:18	https://results.trafxsafe.com/indicators/64045473
1.37	7/01/22	15:18:33	https://results.trafxsafe.com/indicators/64044349
1.4	7/02/22	12:25:44	https://results.trafxsafe.com/indicators/64049448
1.4	7/03/22	11:47:52	https://results.trafxsafe.com/indicators/64046217
1.4	7/01/22	12:20:11	https://results.trafxsafe.com/indicators/64090141
1.4	7/02/22	13:04:58	https://results.trafxsafe.com/indicators/64048746
1.4	7/03/22	16:52:44	https://results.trafxsafe.com/indicators/64089937
1.4	7/03/22	12:44:25	https://results.trafxsafe.com/indicators/64091594
1.4	7/04/22	12:05:31	https://results.trafxsafe.com/indicators/64041223
1.4	6/30/22	18:55:35	https://results.trafxsafe.com/indicators/64045076
1.4	7/02/22	13:27:10	https://results.trafxsafe.com/indicators/64048830
1.4	7/04/22	13:00:34	https://results.trafxsafe.com/indicators/64090795
1.43	7/02/22	13:02:16	https://results.trafxsafe.com/indicators/64048703
1.43	6/30/22	15:33:35	https://results.trafxsafe.com/indicators/64038187
1.43	7/04/22	9:19:36	https://results.trafxsafe.com/indicators/64088095
1.43	6/30/22	17:35:17	https://results.trafxsafe.com/indicators/64043455
1.43	6/30/22	16:29:30	https://results.trafxsafe.com/indicators/64044144
1.43	7/02/22	11:27:41	https://results.trafxsafe.com/indicators/64046003
1.43	7/01/22	15:43:46	https://results.trafxsafe.com/indicators/64041478
1.43	6/30/22	17:09:01	https://results.trafxsafe.com/indicators/64039209
1.43	7/03/22	15:16:59	https://results.trafxsafe.com/indicators/64040843
1.47	7/02/22	12:34:04	https://results.trafxsafe.com/indicators/64048809
1.47	7/03/22	9:59:25	https://results.trafxsafe.com/indicators/64044763
1.47	7/01/22	11:50:48	https://results.trafxsafe.com/indicators/64039491
1.47	6/30/22	18:33:30	https://results.trafxsafe.com/indicators/64044557
1.47	7/03/22	13:22:15	https://results.trafxsafe.com/indicators/64091459
1.47	7/03/22	10:47:25	https://results.trafxsafe.com/indicators/64082529
1.47	7/04/22	16:53:45	https://results.trafxsafe.com/indicators/64041882
1.47	7/04/22	17:20:06	https://results.trafxsafe.com/indicators/64043085
1.47	7/04/22	11:00:23	https://results.trafxsafe.com/indicators/64090507
1.47	7/01/22	14:49:33	https://results.trafxsafe.com/indicators/64090365
1.5	7/01/22	12:52:16	https://results.trafxsafe.com/indicators/64037644



1.5	7/03/22	11:17:19	https://results.trafxsafe.com/indicators/64046231
1.5	7/04/22	9:02:42	https://results.trafxsafe.com/indicators/64088084
1.5	7/04/22	8:49:24	https://results.trafxsafe.com/indicators/64042726
1.5	6/30/22	18:32:03	https://results.trafxsafe.com/indicators/64044448
1.5	7/03/22	9:27:45	https://results.trafxsafe.com/indicators/64088811
1.53	7/03/22	9:09:59	https://results.trafxsafe.com/indicators/64088799
1.53	7/04/22	8:53:00	https://results.trafxsafe.com/indicators/64042648
1.53	7/04/22	12:38:56	https://results.trafxsafe.com/indicators/64090710
1.53	7/02/22	10:19:32	https://results.trafxsafe.com/indicators/64040947
1.53	7/01/22	10:25:01	https://results.trafxsafe.com/indicators/64039840
1.53	7/04/22	10:40:14	https://results.trafxsafe.com/indicators/64090527
1.53	6/30/22	16:11:18	https://results.trafxsafe.com/indicators/64044026
1.57	6/30/22	17:02:39	https://results.trafxsafe.com/indicators/64039194
1.57	7/01/22	18:43:15	https://results.trafxsafe.com/indicators/64043919
1.57	7/01/22	19:21:37	https://results.trafxsafe.com/indicators/64043925
1.57	7/02/22	12:55:38	https://results.trafxsafe.com/indicators/64048742
1.57	7/02/22	12:18:57	https://results.trafxsafe.com/indicators/64049513
1.6	7/03/22	13:03:36	https://results.trafxsafe.com/indicators/64091790
1.6	7/02/22	11:24:47	https://results.trafxsafe.com/indicators/64046000
1.6	6/30/22	17:54:54	https://results.trafxsafe.com/indicators/64043469
1.6	7/02/22	15:10:28	https://results.trafxsafe.com/indicators/64089840
1.6	7/01/22	13:49:26	https://results.trafxsafe.com/indicators/64089991
1.6	7/02/22	18:24:59	https://results.trafxsafe.com/indicators/64043842
1.6	7/01/22	11:55:11	https://results.trafxsafe.com/indicators/64039636
1.6	6/30/22	17:47:50	https://results.trafxsafe.com/indicators/64043636
1.6	7/01/22	16:10:34	https://results.trafxsafe.com/indicators/64041479
1.6	6/30/22	18:19:43	https://results.trafxsafe.com/indicators/64043797
1.6	7/04/22	16:17:14	https://results.trafxsafe.com/indicators/64041577
1.6	7/04/22	16:26:38	https://results.trafxsafe.com/indicators/64041578
1.6	7/01/22	15:19:50	https://results.trafxsafe.com/indicators/64044388
1.6	6/30/22	16:49:41	https://results.trafxsafe.com/indicators/64044050
1.6	7/01/22	10:58:37	https://results.trafxsafe.com/indicators/64047221
1.6	7/03/22	19:06:47	https://results.trafxsafe.com/indicators/64044989



1.63	7/04/22	17:09:04	https://results.trafxsafe.com/indicators/64041970
1.63	7/04/22	9:00:10	https://results.trafxsafe.com/indicators/64088082
1.63	6/30/22	17:31:19	https://results.trafxsafe.com/indicators/64043453
1.63	7/02/22	11:51:33	https://results.trafxsafe.com/indicators/64046160
1.63	7/04/22	13:40:30	https://results.trafxsafe.com/indicators/64089702
1.63	7/04/22	11:57:14	https://results.trafxsafe.com/indicators/64045724
1.63	7/03/22	12:31:14	https://results.trafxsafe.com/indicators/64040352
1.63	7/04/22	12:20:36	https://results.trafxsafe.com/indicators/64041295
1.63	7/02/22	13:34:45	https://results.trafxsafe.com/indicators/64041760
1.63	7/01/22	11:17:14	https://results.trafxsafe.com/indicators/64039474
1.67	7/04/22	17:23:55	https://results.trafxsafe.com/indicators/64043088
1.67	7/04/22	16:51:54	https://results.trafxsafe.com/indicators/64041869
1.67	7/03/22	16:27:16	https://results.trafxsafe.com/indicators/64040558
1.67	6/30/22	16:36:46	https://results.trafxsafe.com/indicators/64044041
1.67	7/03/22	15:12:37	https://results.trafxsafe.com/indicators/64040839
1.67	7/01/22	11:40:35	https://results.trafxsafe.com/indicators/64039628
1.67	7/03/22	17:29:18	https://results.trafxsafe.com/indicators/64038452
1.67	7/04/22	14:05:38	https://results.trafxsafe.com/indicators/64091805
1.67	7/01/22	10:41:19	https://results.trafxsafe.com/indicators/64047204
1.67	7/04/22	11:23:59	https://results.trafxsafe.com/indicators/64045718
1.67	7/02/22	12:26:01	https://results.trafxsafe.com/indicators/64049449
1.67	7/02/22	12:40:24	https://results.trafxsafe.com/indicators/64048735
1.67	7/02/22	12:37:56	https://results.trafxsafe.com/indicators/64048733
1.7	7/02/22	12:42:50	https://results.trafxsafe.com/indicators/64048737
1.7	7/04/22	16:17:14	https://results.trafxsafe.com/indicators/64041442
1.7	7/04/22	12:22:22	https://results.trafxsafe.com/indicators/64041296
1.7	7/03/22	13:30:18	https://results.trafxsafe.com/indicators/64091627
1.7	7/04/22	17:25:35	https://results.trafxsafe.com/indicators/64043090
1.7	7/02/22	18:49:35	https://results.trafxsafe.com/indicators/64090412
1.7	7/03/22	17:28:40	https://results.trafxsafe.com/indicators/64038501
1.7	7/04/22	17:25:37	https://results.trafxsafe.com/indicators/64043199
1.7	6/30/22	15:25:09	https://results.trafxsafe.com/indicators/64038250
1.7	7/04/22	15:21:45	https://results.trafxsafe.com/indicators/64088700



1.7	7/03/22	13:54:37	https://results.trafxsafe.com/indicators/64089532
1.74	7/03/22	10:08:19	https://results.trafxsafe.com/indicators/64044813
1.74	6/30/22	15:33:58	https://results.trafxsafe.com/indicators/64038260
1.74	7/04/22	8:52:53	https://results.trafxsafe.com/indicators/64042670
1.74	7/03/22	14:24:09	https://results.trafxsafe.com/indicators/64045529
1.74	7/04/22	11:57:06	https://results.trafxsafe.com/indicators/64045924
1.74	7/04/22	15:32:56	https://results.trafxsafe.com/indicators/64088466
1.74	7/02/22	15:10:05	https://results.trafxsafe.com/indicators/64089859
1.74	7/02/22	15:56:31	https://results.trafxsafe.com/indicators/64042847
1.74	6/30/22	17:45:36	https://results.trafxsafe.com/indicators/64043521
1.74	7/04/22	13:11:51	https://results.trafxsafe.com/indicators/64090695
1.74	7/03/22	11:29:04	https://results.trafxsafe.com/indicators/64046234
1.74	7/02/22	15:19:12	https://results.trafxsafe.com/indicators/64089828
1.74	6/30/22	17:35:18	https://results.trafxsafe.com/indicators/64043627
1.74	6/30/22	17:43:15	https://results.trafxsafe.com/indicators/64043630
1.77	7/01/22	16:11:59	https://results.trafxsafe.com/indicators/64041483
1.77	7/04/22	16:02:15	https://results.trafxsafe.com/indicators/64041688
1.77	7/04/22	8:57:28	https://results.trafxsafe.com/indicators/64088120
1.77	7/02/22	16:17:09	https://results.trafxsafe.com/indicators/64042827
1.77	6/30/22	19:09:20	https://results.trafxsafe.com/indicators/64045051
1.77	7/04/22	14:17:16	https://results.trafxsafe.com/indicators/64091813
1.77	7/04/22	8:02:01	https://results.trafxsafe.com/indicators/64042766
1.77	7/04/22	12:51:46	https://results.trafxsafe.com/indicators/64090714
1.77	7/04/22	10:18:50	https://results.trafxsafe.com/indicators/64047844
1.77	7/02/22	13:04:19	https://results.trafxsafe.com/indicators/64048705
1.77	7/03/22	18:49:09	https://results.trafxsafe.com/indicators/64044974
1.77	7/03/22	14:18:40	https://results.trafxsafe.com/indicators/64045435
1.77	6/30/22	18:10:55	https://results.trafxsafe.com/indicators/64043539
1.77	7/02/22	11:48:52	https://results.trafxsafe.com/indicators/64045970
1.8	7/04/22	10:40:15	https://results.trafxsafe.com/indicators/64090564
1.8	6/30/22	17:29:12	https://results.trafxsafe.com/indicators/64043511
1.8	6/30/22	14:30:49	https://results.trafxsafe.com/indicators/64040093
1.8	7/04/22	11:32:14	https://results.trafxsafe.com/indicators/64045744



1.8	7/04/22	19:23:37	https://results.trafxsafe.com/indicators/64047137
1.8	7/01/22	11:32:01	https://results.trafxsafe.com/indicators/64039722
1.8	6/30/22	17:17:33	https://results.trafxsafe.com/indicators/64039164
1.8	7/03/22	12:28:54	https://results.trafxsafe.com/indicators/64040393
1.84	7/04/22	14:36:38	https://results.trafxsafe.com/indicators/64091839
1.84	7/01/22	12:21:52	https://results.trafxsafe.com/indicators/64090153
1.84	7/04/22	16:49:29	https://results.trafxsafe.com/indicators/64042072
1.84	6/30/22	15:33:37	https://results.trafxsafe.com/indicators/64038216
1.84	7/02/22	16:19:59	https://results.trafxsafe.com/indicators/64042850
1.84	7/03/22	14:11:20	https://results.trafxsafe.com/indicators/64045475
1.84	7/02/22	12:06:04	https://results.trafxsafe.com/indicators/64049506
1.84	7/01/22	9:48:30	https://results.trafxsafe.com/indicators/64039814
1.84	7/04/22	15:57:14	https://results.trafxsafe.com/indicators/64041434
1.84	6/30/22	16:05:59	https://results.trafxsafe.com/indicators/64044280
1.84	7/02/22	12:40:29	https://results.trafxsafe.com/indicators/64048918
1.84	7/04/22	17:40:10	https://results.trafxsafe.com/indicators/64043095
1.87	7/01/22	18:12:56	https://results.trafxsafe.com/indicators/64040780
1.87	7/03/22	13:26:12	https://results.trafxsafe.com/indicators/64091624
1.87	6/30/22	16:21:38	https://results.trafxsafe.com/indicators/64044034
1.87	6/30/22	17:12:47	https://results.trafxsafe.com/indicators/64039157
1.87	7/04/22	18:01:35	https://results.trafxsafe.com/indicators/64043245
1.87	6/30/22	14:36:44	https://results.trafxsafe.com/indicators/64040096
1.87	7/03/22	14:19:11	https://results.trafxsafe.com/indicators/64045478
1.87	7/02/22	11:05:57	https://results.trafxsafe.com/indicators/64045953
1.87	7/01/22	14:52:42	https://results.trafxsafe.com/indicators/64090296
1.9	7/03/22	17:04:32	https://results.trafxsafe.com/indicators/64089941
1.9	7/01/22	10:30:12	https://results.trafxsafe.com/indicators/64047217
1.9	7/04/22	10:56:30	https://results.trafxsafe.com/indicators/64090570
1.9	6/30/22	18:02:26	https://results.trafxsafe.com/indicators/64043472
1.9	6/30/22	14:47:53	https://results.trafxsafe.com/indicators/64040030
1.9	7/03/22	10:27:32	https://results.trafxsafe.com/indicators/64044706
1.9	7/04/22	16:31:27	https://results.trafxsafe.com/indicators/64041582
1.9	6/30/22	17:31:58	https://results.trafxsafe.com/indicators/64043625



1.9	7/03/22	16:32:57	https://results.trafxsafe.com/indicators/64040564
1.9	7/03/22	16:15:41	https://results.trafxsafe.com/indicators/64040540
1.9	7/02/22	16:19:44	https://results.trafxsafe.com/indicators/64042828
1.9	7/04/22	13:12:46	https://results.trafxsafe.com/indicators/64090884
1.9	7/03/22	13:20:32	https://results.trafxsafe.com/indicators/64091444
1.9	6/30/22	15:43:32	https://results.trafxsafe.com/indicators/64038221
1.94	6/30/22	15:46:48	https://results.trafxsafe.com/indicators/64038226
1.94	6/30/22	15:36:48	https://results.trafxsafe.com/indicators/64038218
1.94	7/02/22	15:52:56	https://results.trafxsafe.com/indicators/64042845
1.94	6/30/22	17:29:25	https://results.trafxsafe.com/indicators/64043512
1.94	7/02/22	13:19:32	https://results.trafxsafe.com/indicators/64048931
1.94	7/03/22	10:16:44	https://results.trafxsafe.com/indicators/64044768
1.94	6/30/22	18:29:28	https://results.trafxsafe.com/indicators/64044491
1.94	7/04/22	15:48:00	https://results.trafxsafe.com/indicators/64041432
1.94	7/04/22	12:32:25	https://results.trafxsafe.com/indicators/64041239
1.94	7/03/22	15:16:58	https://results.trafxsafe.com/indicators/64040806
1.94	7/04/22	12:11:58	https://results.trafxsafe.com/indicators/64041231
1.94	7/03/22	15:47:28	https://results.trafxsafe.com/indicators/64040539
1.97	7/02/22	12:55:06	https://results.trafxsafe.com/indicators/64048819
1.97	7/03/22	16:23:41	https://results.trafxsafe.com/indicators/64040557
1.97	7/03/22	16:14:09	https://results.trafxsafe.com/indicators/64040553
1.97	7/01/22	17:06:57	https://results.trafxsafe.com/indicators/64041411
1.97	6/30/22	19:56:17	https://results.trafxsafe.com/indicators/64089470
1.97	7/03/22	14:29:47	https://results.trafxsafe.com/indicators/64045443
1.97	7/03/22	10:59:46	https://results.trafxsafe.com/indicators/64082543
1.97	6/30/22	19:06:25	https://results.trafxsafe.com/indicators/64045049
1.97	7/04/22	10:02:41	https://results.trafxsafe.com/indicators/64047918
1.97	7/01/22	10:48:16	https://results.trafxsafe.com/indicators/64047220
1.97	7/02/22	10:59:10	https://results.trafxsafe.com/indicators/64090627
1.97	6/30/22	15:13:25	https://results.trafxsafe.com/indicators/64039958
1.97	7/02/22	11:32:04	https://results.trafxsafe.com/indicators/64046076



# **Right Turn**

Safety Indicator Value(seconds)	Date	Time	URL
0.77	7/02/22	14:37:28	https://results.trafxsafe.com/indicators/64042424
1.03	7/04/22	19:13:26	https://results.trafxsafe.com/indicators/64047080
1.2	6/30/22	18:14:42	https://results.trafxsafe.com/indicators/64043698
1.33	6/30/22	15:14:04	https://results.trafxsafe.com/indicators/64039935
1.37	7/04/22	11:59:27	https://results.trafxsafe.com/indicators/64045730
1.43	7/04/22	14:47:12	https://results.trafxsafe.com/indicators/64091854
1.43	7/02/22	12:53:17	https://results.trafxsafe.com/indicators/64048714
1.53	7/02/22	9:52:55	https://results.trafxsafe.com/indicators/64041112
1.57	7/02/22	12:09:23	https://results.trafxsafe.com/indicators/64049415
1.67	7/03/22	11:58:50	https://results.trafxsafe.com/indicators/64046224
1.7	7/02/22	16:47:49	https://results.trafxsafe.com/indicators/64090070
1.7	6/30/22	17:20:47	https://results.trafxsafe.com/indicators/64039173
1.7	7/04/22	15:43:02	https://results.trafxsafe.com/indicators/64041701
1.7	7/01/22	13:03:17	https://results.trafxsafe.com/indicators/64037660
1.77	7/04/22	16:17:04	https://results.trafxsafe.com/indicators/64041703
1.9	6/30/22	17:47:14	https://results.trafxsafe.com/indicators/64043803
1.94	7/04/22	11:45:35	https://results.trafxsafe.com/indicators/64045727

