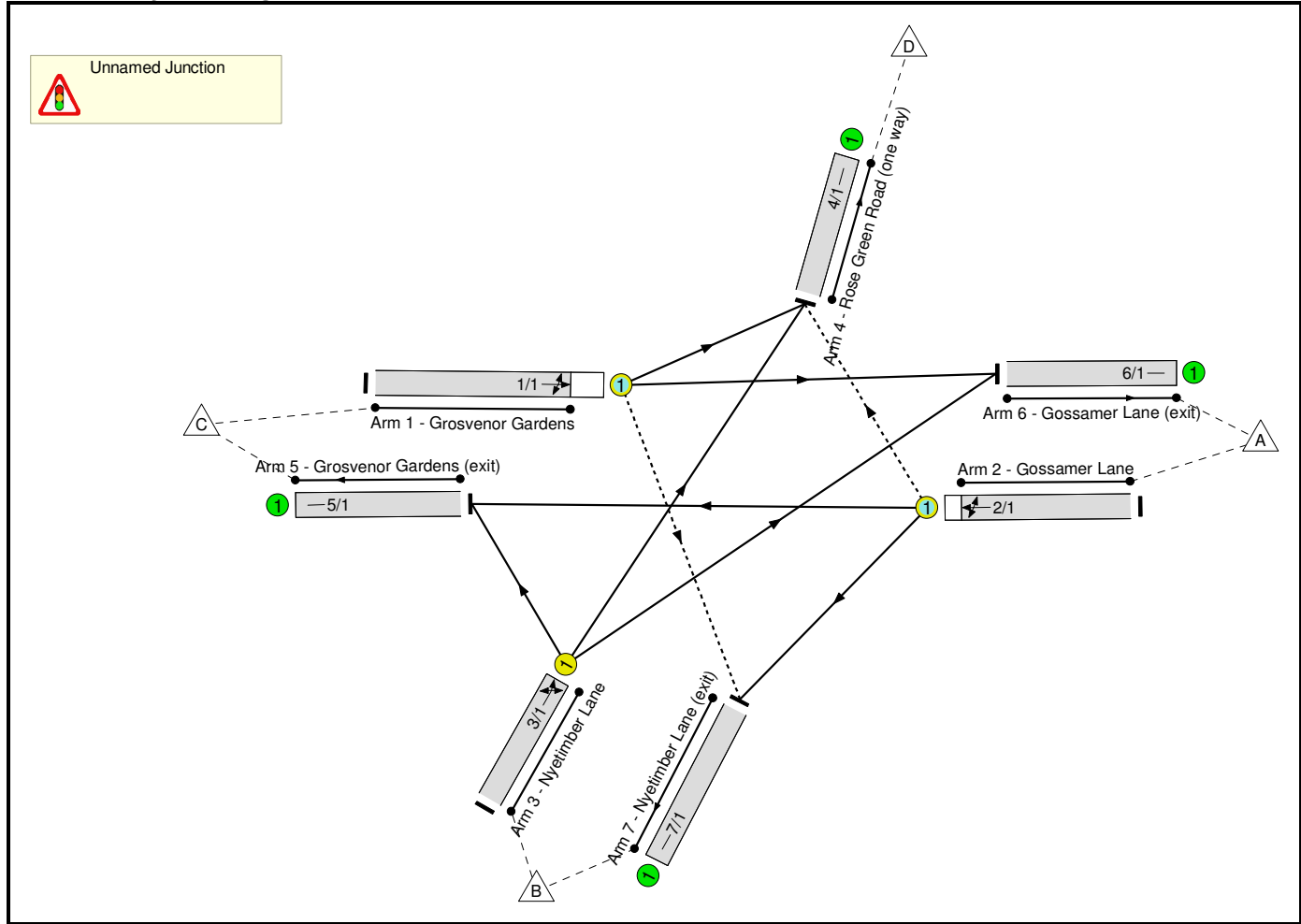


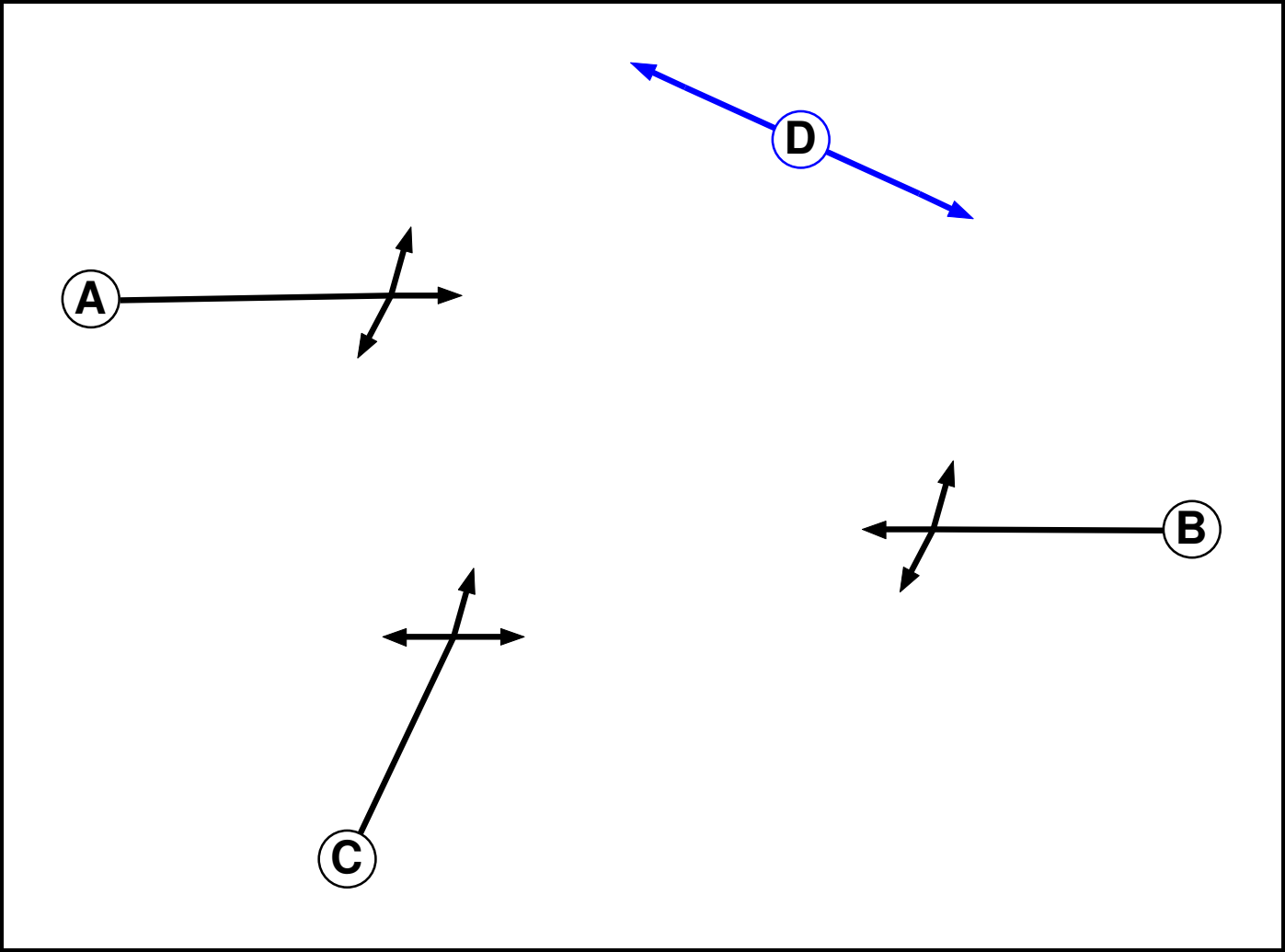
User and Project Details

Project:	Land West of Hook Lane, Pagham
Title:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd
Location:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd, Bognor Regis
File name:	2022 Nyetimber Lane Gossamer Lane.lsg3x
Author:	F Bennett
Company:	Highgate Transportation Ltd
Address:	42 Trianlge West, Park Street, Bristol
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6

Full Input Data And Results

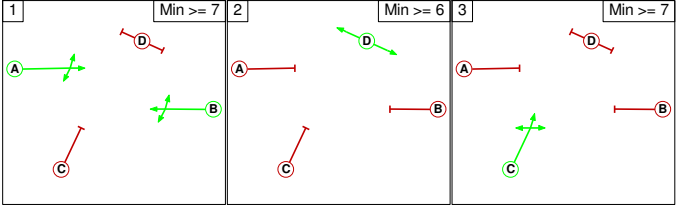
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		-	5	12
	B	-		7	11
	C	5	5		-
	D	10	10	12	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	D
3	C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	
	1		12	7
	2	10		12
3	5	0		

Full Input Data And Results
Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Grosvenor Gardens)	7/1 (Right)	1439	0	2/1	1.09	To 5/1 (Ahead) To 7/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Gossamer Lane)	4/1 (Right)	1439	0	1/1	1.09	To 4/1 (Left) To 6/1 (Ahead)	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Grosvenor Gardens)	O	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Left	7.50
											Arm 6 Ahead	Inf
											Arm 7 Right	6.50
											Arm 4 Right	15.00
2/1 (Gossamer Lane)	O	B	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	15.00
3/1 (Nyetimber Lane)	U	C	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	10.00
											Arm 6 Right	20.00
4/1 (Rose Green Road (one way))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Grosvenor Gardens (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Gossamer Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Nyetimber Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM'	08:00	09:00	01:00	
2: '2022 PM'	16:00	17:00	01:00	
3: '2022 AM + Pagham S'	08:00	09:00	01:00	
4: '2022 PM + Pagham S'	16:00	17:00	01:00	

Scenario 1: '2022 AM ' (FG1: '2022 AM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	212	163	37	412
	B	263	0	26	168	457
	C	160	48	0	39	247
	D	0	0	0	0	0
	Tot.	423	260	189	244	1116

Traffic Lane Flows

Lane	Scenario 1: 2022 AM
Junction: Unnamed Junction	
1/1	247
2/1	412
3/1	457
4/1	244
5/1	189
6/1	423
7/1	260

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	15.8 %	1835	1835
				Arm 6 Ahead	Inf	64.8 %		
				Arm 7 Right	6.50	19.4 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	9.0 %	1919	1919
				Arm 5 Ahead	Inf	39.6 %		
				Arm 7 Left	15.00	51.5 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	36.8 %	1944	1944
				Arm 5 Left	10.00	5.7 %		
				Arm 6 Right	20.00	57.5 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 PM' (FG2: '2022 PM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	279	182	37	498
	B	181	0	43	115	339
	C	229	83	0	35	347
	D	0	0	0	0	0
	Tot.	410	362	225	187	1184

Traffic Lane Flows

Lane	Scenario 2: 2022 PM
Junction: Unnamed Junction	
1/1	347
2/1	498
3/1	339
4/1	187
5/1	225
6/1	410
7/1	362

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	10.1 %	1837	1837
				Arm 6 Ahead	Inf	66.0 %		
				Arm 7 Right	6.50	23.9 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	7.4 %	1914	1914
				Arm 5 Ahead	Inf	36.5 %		
				Arm 7 Left	15.00	56.0 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	33.9 %	1931	1931
				Arm 5 Left	10.00	12.7 %		
				Arm 6 Right	20.00	53.4 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2022 AM + Pagham S' (FG3: '2022 AM + Pagham S', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	239	163	37	439
	B	297	0	26	168	491
	C	160	48	0	39	247
	D	0	0	0	0	0
	Tot.	457	287	189	244	1177

Traffic Lane Flows

Lane	Scenario 3: 2022 AM + Pagham S
Junction: Unnamed Junction	
1/1	247
2/1	439
3/1	491
4/1	244
5/1	189
6/1	457
7/1	287

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	15.8 %	1835	1835
				Arm 6 Ahead	Inf	64.8 %		
				Arm 7 Right	6.50	19.4 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	8.4 %	1915	1915
				Arm 5 Ahead	Inf	37.1 %		
				Arm 7 Left	15.00	54.4 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	34.2 %	1941	1941
				Arm 5 Left	10.00	5.3 %		
				Arm 6 Right	20.00	60.5 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2022 PM + Pagham S' (FG4: '2022 PM + Pagham S', Plan 2: 'Double Cycle')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	307	182	37	526
	B	200	0	43	115	358
	C	229	83	0	35	347
	D	0	0	0	0	0
	Tot.	429	390	225	187	1231

Traffic Lane Flows

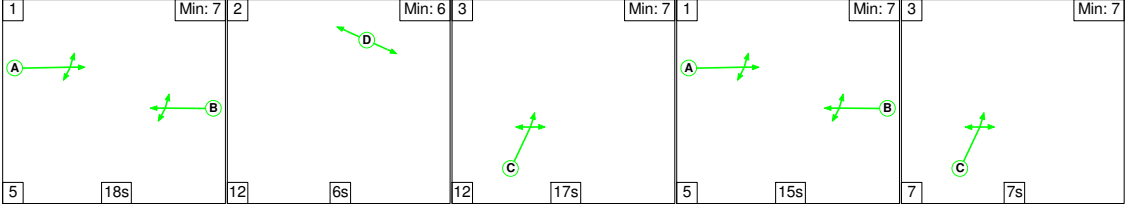
Lane	Scenario 4: 2022 PM + Pagham S
Junction: Unnamed Junction	
1/1	347
2/1	526
3/1	358
4/1	187
5/1	225
6/1	429
7/1	390

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	10.1 %	1837	1837
				Arm 6 Ahead	Inf	66.0 %		
				Arm 7 Right	6.50	23.9 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	7.0 %	1910	1910
				Arm 5 Ahead	Inf	34.6 %		
				Arm 7 Left	15.00	58.4 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	32.1 %	1929	1929
				Arm 5 Left	10.00	12.0 %		
				Arm 6 Right	20.00	55.9 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 AM ' (FG1: '2022 AM', Plan 2: 'Double Cycle')

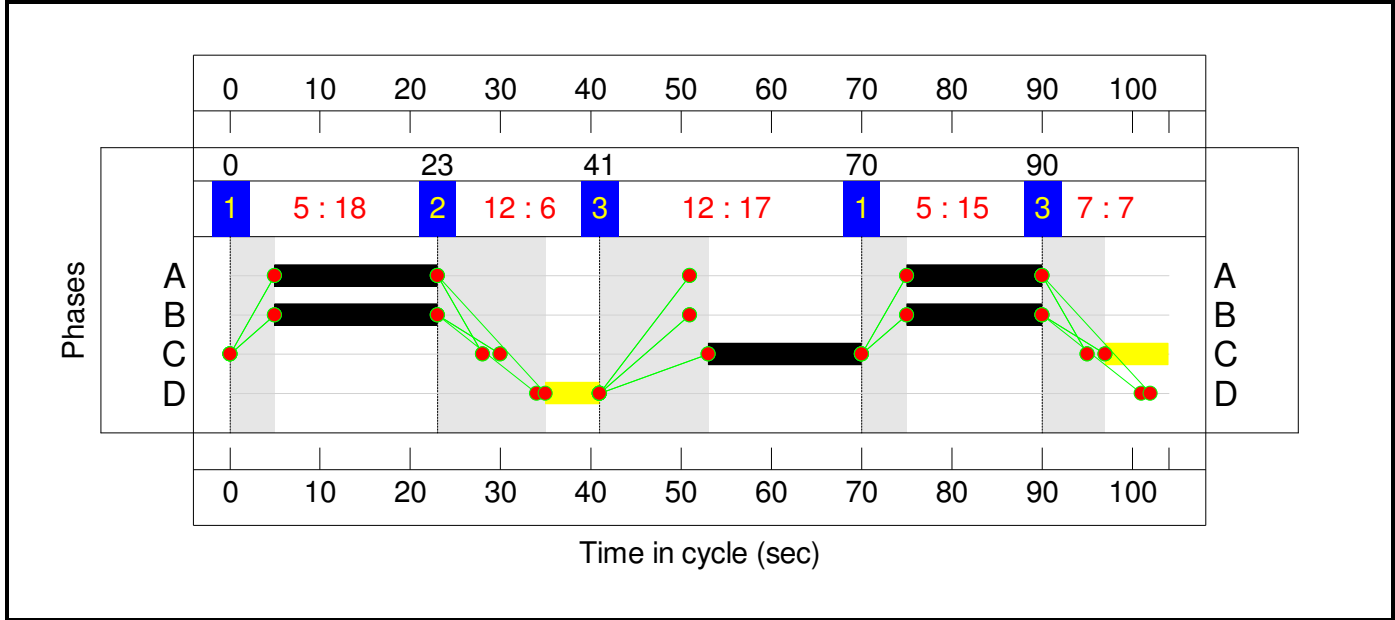
Stage Sequence Diagram



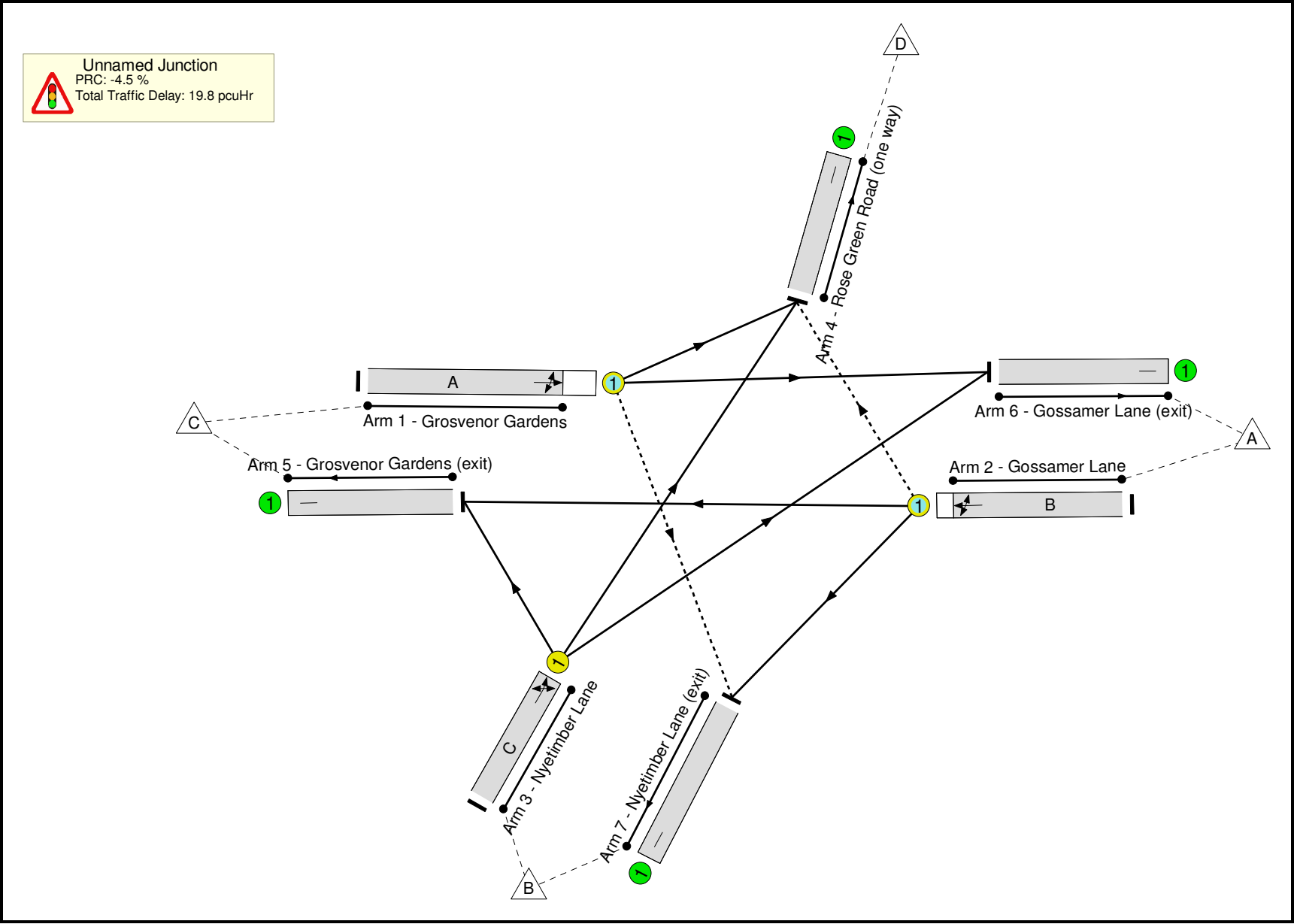
Stage Timings

Stage	1	2	3	1	3
Duration	18	6	17	15	7
Change Point	0	23	41	70	90

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



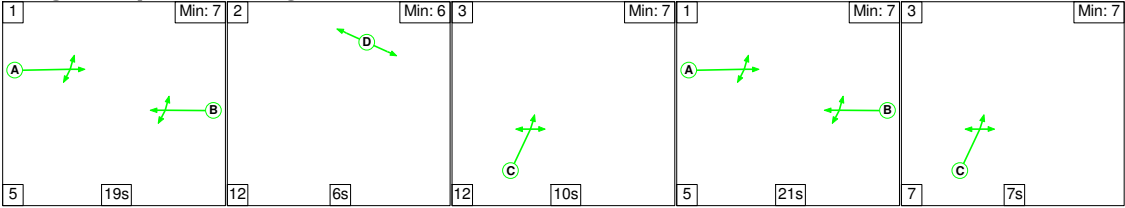
Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	33	-	247	1835	323	76.5%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	33	-	412	1919	439	93.8%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	24	-	457	1944	486	94.0%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%

All Input Data And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	73	0	12	7.1	12.6	0.1	19.8	-	-	-	-
Unnamed Junction	-	-	73	0	12	7.1	12.6	0.1	19.8	-	-	-	-
1/1	247	247	38	0	10	1.1	1.6	0.0	2.7	40.1	4.3	1.6	5.9
2/1	412	412	35	0	2	3.3	5.4	0.0	8.7	75.8	7.7	5.4	13.1
3/1	457	457	-	-	-	2.7	5.7	-	8.4	65.9	8.5	5.7	14.2
4/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%):-4.5Total Delay for Signalled Lanes (pcuHr):19.79Cycle Time (s):104PRC Over All Lanes (%):-4.5Total Delay Over All Lanes(pcuHr):19.79													

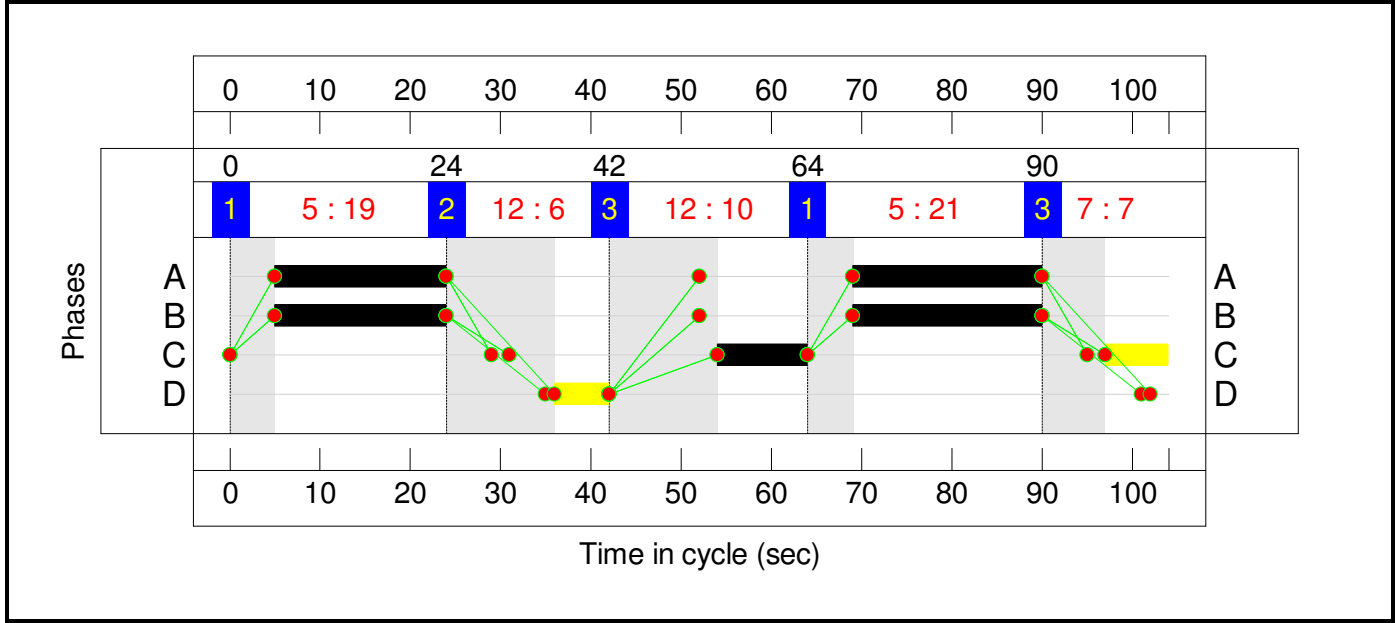
Stage Sequence Diagram



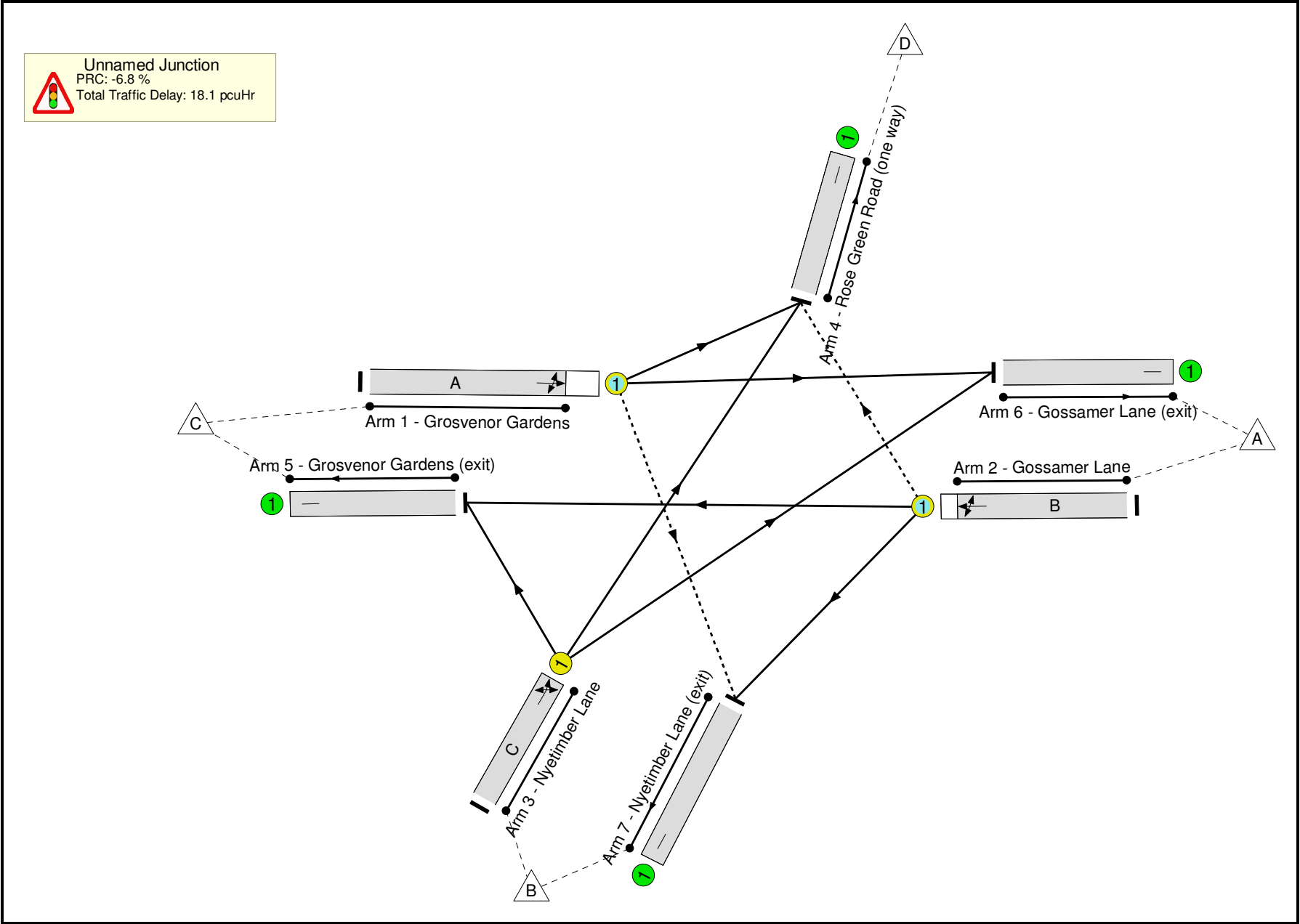
Stage Timings

Stage	1	2	3	1	3
Duration	19	6	10	21	7
Change Point	0	24	42	64	90

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

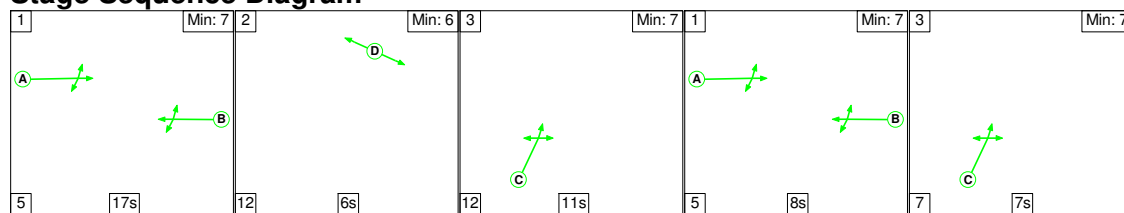
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	40	-	347	1837	401	86.6%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	40	-	498	1914	594	83.8%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	17	-	339	1931	353	96.1%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%

All Input Data And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	97	0	23	6.2	11.8	0.1	18.1	-	-	-	-
Unnamed Junction	-	-	97	0	23	6.2	11.8	0.1	18.1	-	-	-	-
1/1	347	347	63	0	20	1.8	2.9	0.1	4.8	49.7	6.4	2.9	9.3
2/1	498	498	34	0	3	2.3	2.5	0.0	4.8	34.7	9.0	2.5	11.5
3/1	339	339	-	-	-	2.2	6.4	-	8.5	90.7	6.0	6.4	12.4
4/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 18.13 Cycle Time (s): 104 PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 18.13													

Full Input Data And Results

Scenario 3: '2022 AM + Pagham S' (FG3: '2022 AM + Pagham S', Plan 2: 'Double Cycle')

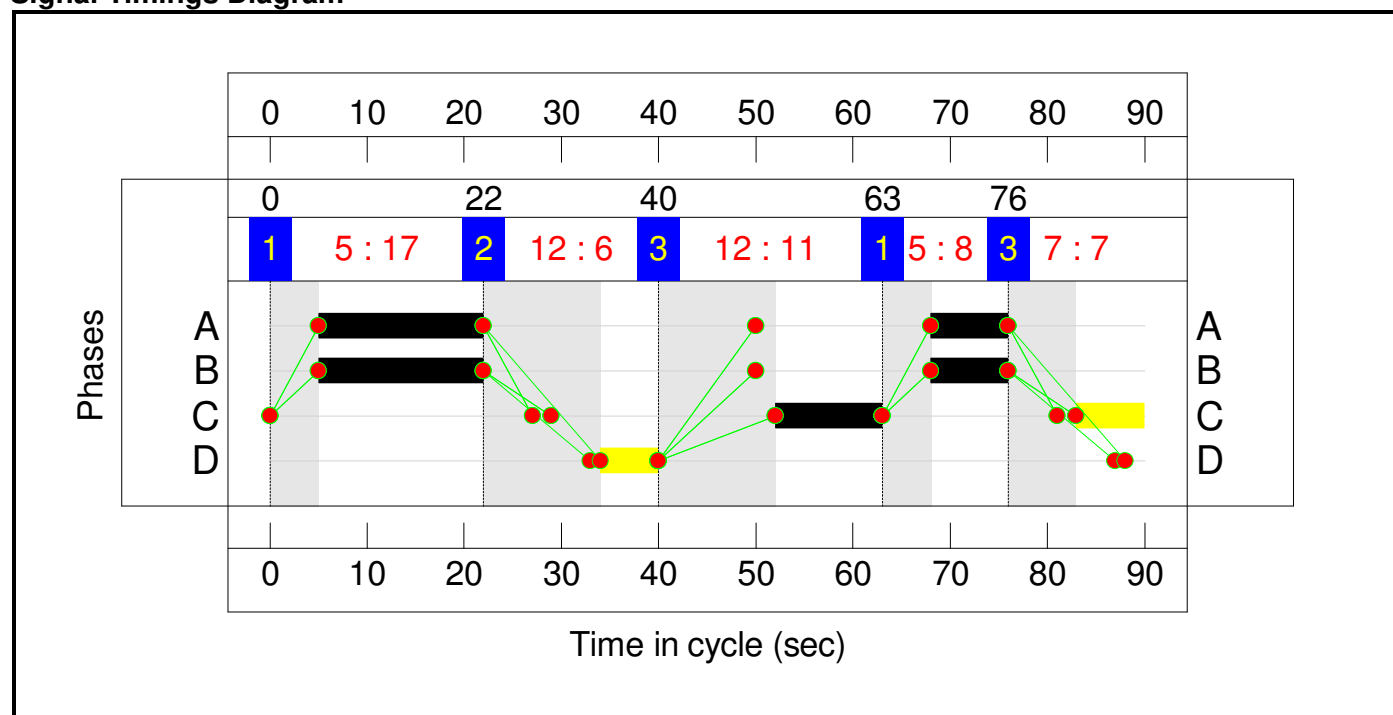
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	17	6	11	8	7
Change Point	0	22	40	63	76

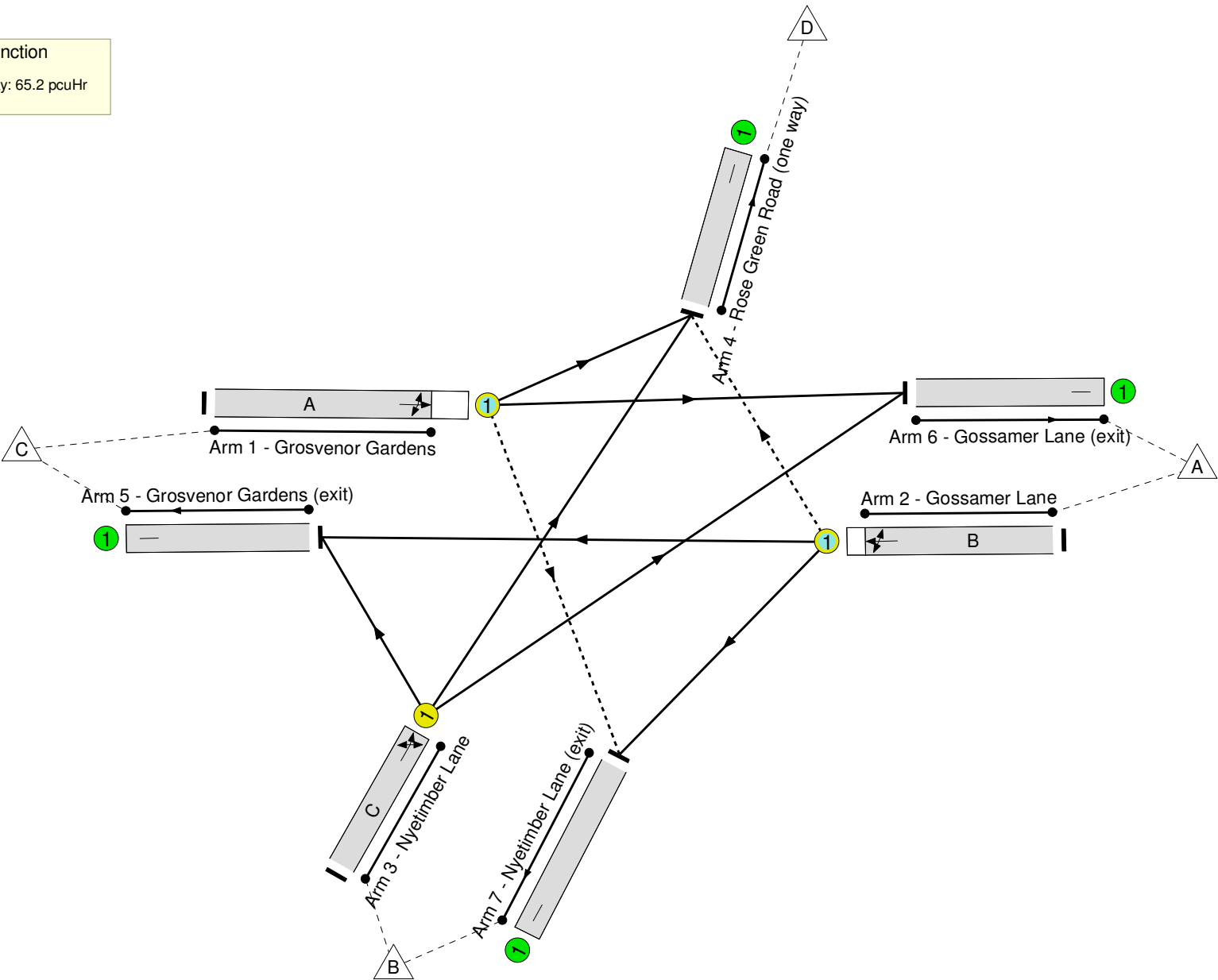
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Unnamed Junction
PRC: -26.5 %
Total Traffic Delay: 65.2 pcuHr



Full Input Data And Results

Network Results

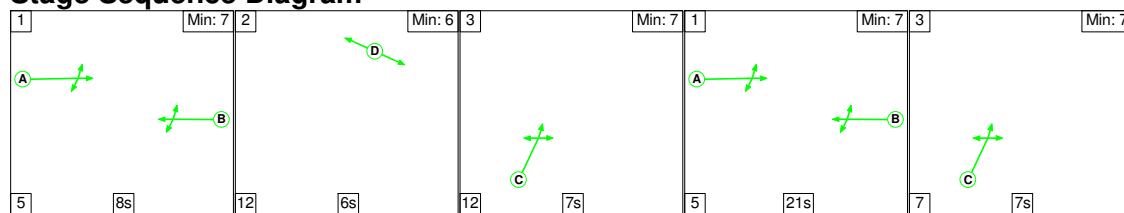
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	113.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	113.8%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	25	-	247	1835	331	74.6%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	25	-	439	1915	415	105.8%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	18	-	491	1941	431	113.8%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

All Input Data And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	60	0	23	12.1	53.0	0.0	65.2	-	-	-	-
Unnamed Junction	-	-	60	0	23	12.1	53.0	0.0	65.2	-	-	-	-
1/1	247	247	32	0	16	1.1	1.4	0.0	2.6	37.2	3.7	1.4	5.1
2/1	439	415	28	0	7	4.5	18.1	0.0	22.6	185.5	8.5	18.1	26.7
3/1	491	431	-	-	-	6.5	33.5	-	40.0	293.4	11.6	33.5	45.1
4/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -26.5 Total Delay for Signalled Lanes (pcuHr): 65.19 Cycle Time (s): 90 PRC Over All Lanes (%): -26.5 Total Delay Over All Lanes(pcuHr): 65.19													

Full Input Data And Results

Scenario 4: '2022 PM + Pagham S' (FG4: '2022 PM + Pagham S', Plan 2: 'Double Cycle')

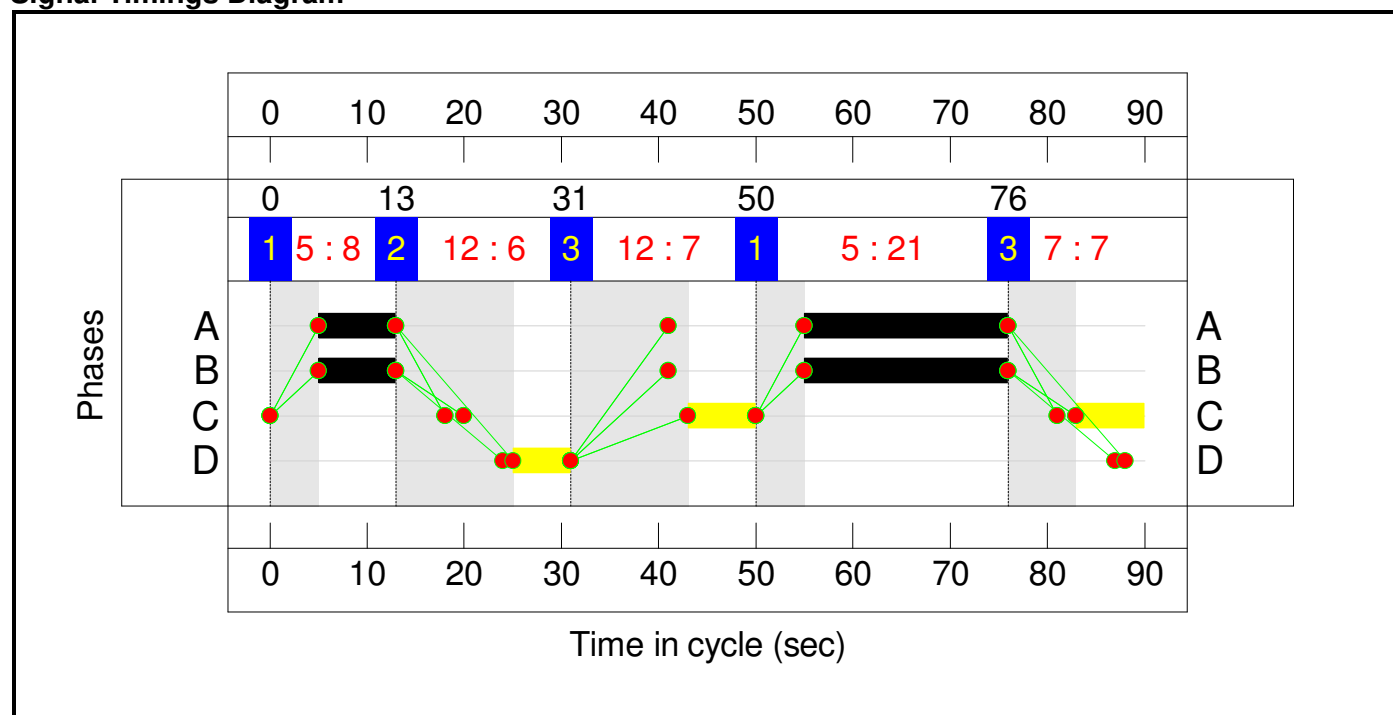
Stage Sequence Diagram



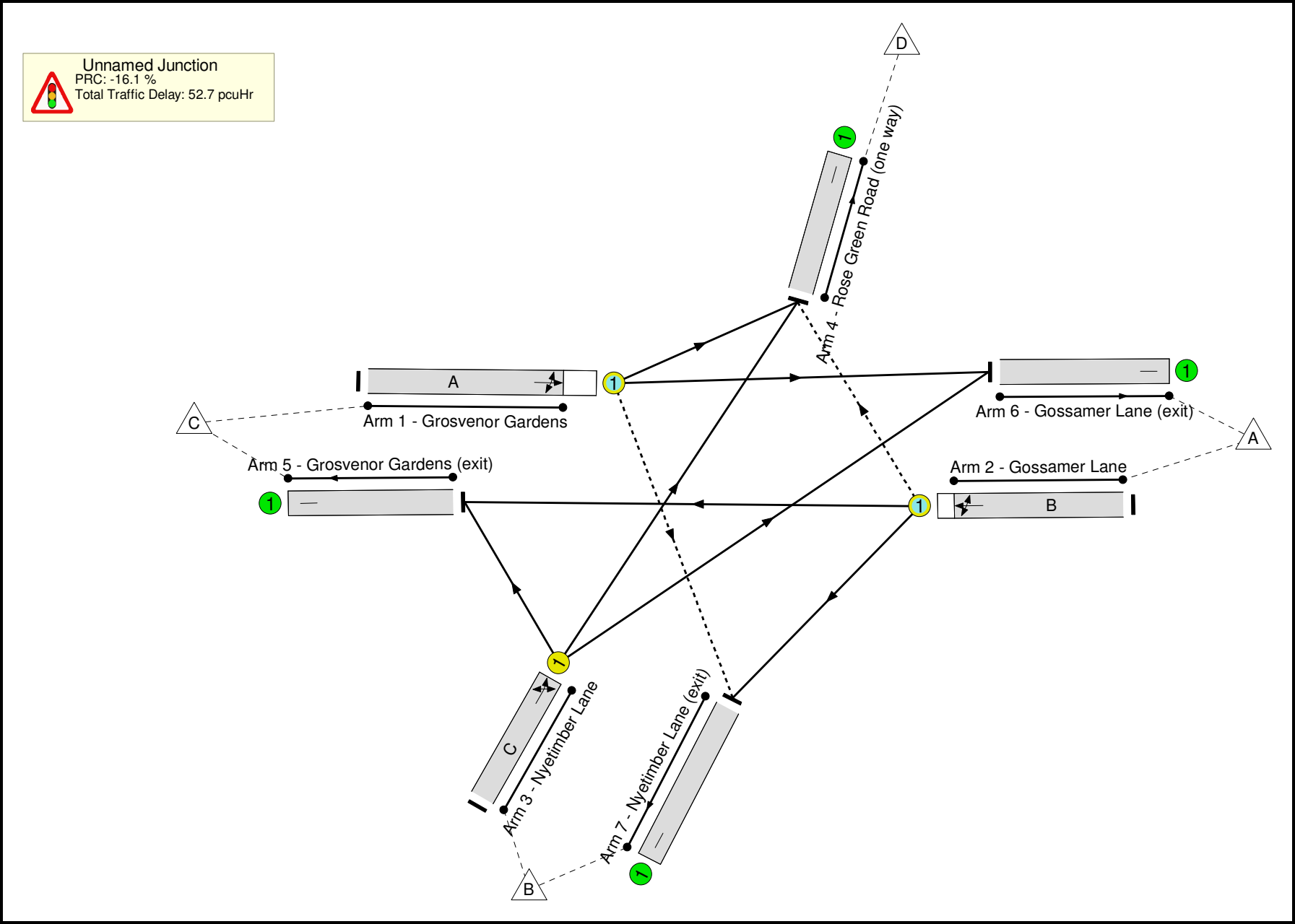
Stage Timings

Stage	1	2	3	1	3
Duration	8	6	7	21	7
Change Point	0	13	31	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	104.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	104.5%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	29	-	347	1837	339	102.3%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	29	-	526	1910	503	104.5%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	14	-	358	1929	343	104.4%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%

