2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

51

Lancaster County
Town of Irvington
Town of Kilmarnock
Town of White Stone

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Lar	caster Maintena	ance Area	a							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lancaster County				From:				<u>1</u>							
3	5.30	2000	F	90%	1%	Richmond County 3% 1%	5%	0%	С	0.089	F	0.519	2000	F	2002
3	3.48	4900	F	90%	1%	SR 201 Livel 3% 1%	5%	0%	F	0.088	F	0.581	4900	F	2002
3	4.36	7300	F	From: 90%	1%	E 51-604 3% 1%	5%	0%	F	0.093	F	0.576	7400	F	2002
3	0.34	9300	F	From: 90%	1%	51-607 3% 1%	5%	0%	F	0.092	F	0.548	9300	F	2002
Town of Kilmarnock				To:		NCL Kilmarno	ock								
(3)	1.63	9300	N	90%	1%	NCL Kilmarno 3% 1%	ock 5%	0%	N	0.092	N	0.548	9300	N	2002
3)	0.09	12000	F	From: 94%	1%	SR 200 W Ir 2% 1%	nt 2%	0%	F	0.088	F	0.52	12000	F	2002
	0.62	9500	F	From: 94%	1%	SR 200 M Ir 2% 1%		0%	F	0.088	F	0.534	9600	F	2002
3	0.02	3300		94 70 To:	1 /0	SCL Kilmarno		0 /0	-	0.000		0.004	9000	-	2002
Lancaster County				From:		SCL Kilmarno									
(3)	1.82	9500	N	94%	1%	2% 1% 51-647	2%	0%	N	0.088	N	0.534	9600	N	2002
3	1.67	8600	F	94% To:	1%	2% 1% NCL White Ste	2% one	0%	С	0.091	F	0.555	8600	F	2002
Town of White Stone															
3	0.39	8600	N	94%	1%	NCL White Sto 2% 1%	2%	0%	N	0.091	N	0.555	8600	N	2002
3	0.46	8900	F	From: 94%	1%	SR 200 E In 2% 1% SCL White Sto	2%	0%	F	0.090	F	0.534	8900	F	2002
Lancaster County				<u> </u>		SCL WIIIte St	one								
	1.00	9000	NI.	From: 94%	1%	SCL White Sto 2% 1%	one 2%	0%	NI.	0.000	NI	0.524	9000	NI.	2002
3	1.09	8900	N	94% To:	1%	2% 1% Middlesex Couny		0%	N	0.090	N	0.534	8900	N	2002
Town of White Stone															
200	0.34	6200	N	96%	1%	SR 3 White St 1% 1%	one 1%	0%	N	0.085	N	0.518	6200	N	2002
200	0.04	0200	.,	To:	170	WCL White St		070		0.000	.,	0.010	0200		2002
Lancaster County				From:		WOL MILL C		1							
200	0.82	6200	N	96% To:	1%	WCL White St 1% 1% ECL Irvingto	1%	0%	N	0.085	N	0.518	6200	N	2002
Town of Irvington						ECL IIVIIIgu	<i>,</i> 11								
(200)	1.68	6200	N	96%	1%	ECL Irvingto	1%	0%	N	0.085	N	0.518	6200	N	2002
Lancaster County				To:		NCL Irvingto									
200	2.77	6200	F	96% To:	1%	NCL Irvingto 1% 1% SCL Kilmarno	1%	0%	С	0.085	F	0.518	6200	F	2002
Town of Kilmarnock				I		SOL KIIIIGIII	, ca								
200	0.82	6200	N	96%	1%	SCL Kilmarno 1% 1%	1%	0%	N	0.085	N	0.518	6200	N	2002
(200)(3)	0.09	12000	F	From: 94%	1%	S SR 3 2% 1%	2%	0%	F	0.088	F	0.52	12000	F	2002
200)	1.10	6300	F	From: 93%	1%	N SR 3 4% 1%	2%	0%	F	0.085	F	0.634	6400	F	2002
200)	1.10		•	To:	. 70	NCL Kilmarno		0 /0	•	0.000	•	0.004	0 100	•	

						Caster Mairiteria	10071100	•							
Route	Length	AADT	QA	4Tire	Bus	True 2Axle 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lancaster County				From:		NCL Kilmarnoo	1,	ī							
200	1.43	6300	N	93%	1%	4% 1%	2%	0%	N	0.085	N	0.634	6400	Ν	2002
200				To:		Northumberland Cour									
				From:		SR 354 White Ch	pel								
201	3.22	2200	F	91%	1%	3% 3%	2%	0%	F	0.082	F	0.675	2300	F	2002
				To: From:		SR 3 Lively		1							
201	2.74	610	F	91%	1%	3% 3%	2%	0%	С	0.075	F	0.604	610	F	2002
				To:		SR 201 Y									
201	3.29	1100	F	91%	1%	3% 3%	2%	0%	F	0.084	F	0.582	1100	F	2002
				To:	N	Northumberland Cour	ty Line								
Wye				From:		SR 201									
Wye 201	0.11	390	F	93%	1%	4% 1%	2%	0%	F	0.133	F	0.582	400	F	2002
				To:		51-600									
				From:		End Route									
222)	4.17	1900	F	96%	1%	2% 0%	1%	0%	С	0.083	F	0.659	1900	F	2002
				To:		SR 200		J							
	0.04	470	_	From:	40/	End of Route	00/	00/	_	0.000	_	0.570	470	_	0000
354	3.64	470	F	93%	1%	3% 2%	2%	0%	F	0.099	F	0.570	470	F	2002
				From:	10/	51-604	201								
354	3.62	2200	F	93%	1%	3% 2%	2%	0%	F	0.089	F	0.590	2200	F	2002
				From:		SR 201									
354	4.10	860	F	93%	1%	3% 2%	2%	0%	С	0.086	F	0.579	860	F	2002
				To: From:		51-622									
354	2.17	860	F	93 <u>%</u>	1%	3% 2%	2%	0%	F	0.093	F	0.714	860	F	2002
				To:		SR 3									
	4.00	4000	_	From:	40/	SR 3	00/	20/	_	0.400	_	0.040	1000	_	0000
600	1.68	1000	F	93%	1%	3% 0%	3%	0%	С	0.103	F	0.648	1000	F	2002
				From:		SR 201 Y									
600	0.07	680	F	93% To:	1%	3% 0%	3%	0%	F	0.086	F	0.59	680	F	2002
				From:		SR 201 SR 201 WEST									
600	2.10	460	R	<u> </u>		510201 ((1551				NA			NA		06/26/200
				To:		51-617									
(600)	2.27	490	F	93%	1%	3% 0%	3%	0%	F	0.104	F	0.561	500	F	2002
000				To:		Northumberland Cour									
				From:		51-602									
(601)	0.10	30	R					-		NA			NA		06/26/200
				To:	N	Northumberland Cour	ty Line								
				From:		SR 3									
602)	2.92	6	R							NA			NA		06/26/200
				To: From:		51-600 SOUTE									
(602)	0.96	190	F	95%	3%	51-600 1% 0%	1%	0%	F	0.117	F	0.542	190	F	2002
602	0.30	130	•		J /0		1 /0	0 /0	ı	0.117	'	0.542	130	'	2002
	1.07	160	-	From:	20/	51-601 1% 0%	10/	Ω0/		N 121		0.571	160	F	2002
602	1.07	160	F	95% To:	3%	1% 0% SR 201	1%	0%	F	0.131	F	0.571	160	F	2002
				From:				<u>_</u>							
(202)	1.20	90	R	r rout.		51-732				NA			NA		1999
603)	1.20	30	11	To:		Northumberland Co	Line			11/7			INA		1000
Nouthumbouland Commi								I.							
Northumberland County				From:		Northumberland Co	Line								
(603)	0.01	NA								NA			NA		

					Lan	caster Maintena	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lancaster County				From:		SR 354		ī							
(604)	1.86	600	R							NA			NA		06/19/2002
				To: From:		Dead End; Gap Ter Dead End; Gap Ter									
604)	1.77	150	R			Dead End, Gap Ten	iiiius			NA			NA		07/01/2002
				To: From:		51-611 NORTH	I	1							
604)	3.05	1500	F	95%	0%	2% 2%	1%	0%	С	0.079	F	0.546	1600	F	2002
				From:		SR 3 EAST		-							
604)	3.40	230	R	To:		51.615				NA			NA		07/01/2002
				From:		51-615 SR 3		<u> </u>							
605)	1.90	1100	F	90%	1%	1% 4%	4%	0%	С	0.089	F	0.667	1100	F	2002
				To:		51-615									
				From:		Dead End									
606	0.82	20	R	To:	66.6	79 Northumberland C	'ounty L in			NA			NA		1999
				From:	00-0	Dead End	ounty Lin	e							
(607)	0.20	480	R	<u> </u>		Dead End				NA			NA		07/01/2002
				To:		SR 3									
(607)	1.89	1500	R	From:						NA			NA		07/01/2002
				To:		SR 200									
Town of Kilmarnock				From:		51 1026									
608	0.11	610	R			51-1026				NA			NA		07/18/2002
000				To:		SR 3		1							
608	0.16	1200	F	86%	0%	5% 4%	5%	0%	С	0.097	F	0.581	1200	F	2002
				To: From:		51-1002									
(608)	0.05	1100	F	86%	0%	5% 4%	5%	0%	F	0.110	F	0.559	1100	F	2002
				From:		51-1016									
608)	0.27	910	F	86%	0%	5% 4%	5%	0%	F	0.111	F	0.573	910	F	2002
	0.40			From:		51-1011		-							00/04/0000
608	0.10	950	R	To:		ECL Kilmarnoo	k	1		NA			NA		06/24/2002
Lancaster County						Dell'immanio									
				From:		ECL Kilmarnoc	k								
608	1.08	800	R	To:		Dead End		1		NA			NA		06/24/2002
				From:		Dead End									
(609)	1.00	100	R	<u> </u>		Dead End				NA			NA		1999
				To:		51-604									
\bigcirc			_	From:		Dead End									4000
610	0.30	110	R							NA			NA		1999
<u> </u>	1.00	350	R	From:		51-730				NA			NA		1999
610	1.00	330	IX.	To:		51-604				INA			INA		1999
				From:		Dead End									
(611)	1.70	80	R							NA			NA		1999
				To: From:		51-604 SOUTH 51-604 NORTH									
611)	0.30	360	R	<u> </u>		JI OUTHORII	•			NA			NA		1999
				To: From:		51-667									
611)	1.58	160	R							NA			NA		1999
				To:		Dead End									
	0.45	120	В	From:		Dead End				NIA			NA		07/01/2002
612	0.45	130	R	To:		51-713				NA			INA		01/01/2002

Section Sect						La	ncaster Maintenance A	Area								
Signature Sign	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
1.35	Lancaster County				From:		51_713		1							
	(612)	1.35	450	R			51-715				NA			NA		07/01/2002
Section					To:		51-604									
	\bigcirc	0.07	440		From:		Cul-de-Sac									07/04/0000
Site	(613)	2.07	410	К	To:		51_604				NA			NA		07/01/2002
Section Sect					From:											
Signature Sign	(614)	2.97	470	R							NA			NA		07/18/2002
SSR 3 SNorthumberland County SSR 20 S					To: From:		51-673									
Northumberland County	(614)	0.23	1100	R							NA			NA		07/10/2002
SECOLON SECO					10:		SR 3									
Lancaster County	Northumberland County				From:		SR 201									
Columb C	(615)	0.20	550	N		2%		%	0%	Ν	0.081	Ν	0.511	560	Ν	2002
Section Sect					To:		Lancaster Co Line									
Section Sect	Lancaster County				From:		Northumberland Co Line		1							
Northumberland County Section Northumberland Co Line Northumberland County Section Northumberland County Section Northumberland Co Line Northumberland Co	(615)	0.45	550	N	92%	2%		%	0%	Ν	0.081	Ν	0.511	560	Ν	2002
Columb C					To:		Northumberland Co Line									
Columb C	Northumberland County				From:		Languatar Co Lina									
Lancaster Co Line Lancaster Co Line	615)	0.07	550	N		2%		%	0%	N	0.081	Ν	0.511	560	N	2002
Northumberland Co Line	0.0															
Columber Columber	Lancaster County															
Northumberland County St. 200	615	0.51	550	N		2%		%	0%	N	0.081	N	0.511	560	N	2002
Columb C	013	0.01		.,				, 0	7,0	.,	0.001	.,	0.011		.,	2002
Columb C	Northumberland County															
Lancaster Co Line Lancaster Co Line		0.26	550	N		20/-		0/_	Λº/-	NI	0.091	NI	0.511	560	NI	2002
Northumberland Co Line	(615)	0.20	550	IN		2 /0		/0	0 /0	IN	0.001	IN	0.511	300	IN	2002
Northumberland County Street Northumberland Co Line Northumberland County Northumber	Lancaster County															
Northumberland County Second Seco		0.00				00/		.,	00/		0.004		0.544	500		0000
Northumberland County From Lancaster Co Line Lancaster Co Line	(615)	0.20	550	N		2%		%	0%	N	0.081	N	0.511	560	N	2002
Columb C	Northumberland County						TVOITIGITIOCITAING CO EMIC									
Lancaster County SR 201 SR 201 SR 201 Solution Solutio																
Second	(615)	0.13	550	N		2%		%	0%	N	0.081	N	0.511	560	N	2002
SR 201 S	Langatan County						Lancaster Co Line		I							
Northumberland County From Lancaster Co Line Lancaster County Line Lancaster Count	Lancaster County				From:											
Northumberland County From Lancaster Co Line	(615)	0.95	550	F		2%		%	0%	С	0.081	F	0.511	560	F	2002
Columb C	<u> </u>				10.		Lancaster County Line									
615 0.05 420 N 92% 2% 3% 1% 2% 0% N 0.084 N 0.084 N 0.577 420 N Lancaster County Line 615 3.34 420 From Northumberland County Line 51-605 SOUTH NA NA NA NA NA O From SR 200 From SR 201					From:		Lancaster Co Line									
Columb C	(615)	0.02	550	N	92%	2%	3% 1% 29	%	0%	Ν	0.081	Ν	0.511	560	Ν	2002
Lancaster County Lancaster C																
Columb C	(615)	0.05	420	N		2%		%	0%	N	0.084	N	0.577	420	N	2002
SR 201 S	T				10.		Lancaster County Line									
615) 3.34 420 F 92% 2% 3% 1% 2% 0% F 0.084 F 0.577 420 F 1.97 200 R To SR 200 From SR 201	Lancaster County				From:		Northumberland County Lin	ne								
51-605 SOUTH NA NA 00 1.97 200 R Tec SR 200 From: SR 201	(615)	3.34	420	F	92%				0%	F	0.084	F	0.577	420	F	2002
From SR 201					From:		51-605 SOUTH									
From SR 201	(615)	1.97	200	R	Te		GD 200		 1		NA			NA		07/01/2002
1010/	616)	2.40	20	R			SK 201				NA			NA		07/01/2002
To: 51-604	010				To:		51-604							,		

					Lan	caster Maintenar	ce Ale	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lancaster County				From:		SR 3; 51-622		1							
(617)	1.25	580	F	92%	1%	5% 1%	1%	0%	С	0.102	F	0.561	590	F	2002
017)				To-		51-600									
				From:		SR 354		1							
618)	1.32	370	F	97%	2%	1% 0%	0%	0%	F	0.108	F	0.558	370	F	2002
				To: From:		51-622 WEST									
	1.14	90	R	FIOIII.		51-622 EAST				NA			NA		06/26/2002
618)	1.14	90	ĸ	To:		SR 3				INA			INA		00/20/2002
				From:		Dead End									
610	0.10	100	R	L		Dead End				NA			NA		06/26/2002
619				To:		SR 3									
				From:		Dead End									
620	0.10	20	R	<u> </u>						NA			NA		06/26/2002
				To:		51-782									
620	0.90	60	R	From:		31 702				NA			NA		06/26/2002
020				To:		51 704		1							
(20)	0.60	270	R	From:		51-794				NA			NA		06/26/2002
620	0.00	210	1	To:		SR 3				INA			INA		00/20/2002
				From:		51-622		1							
621	0.60	190	R	L		31-022				NA			NA		1999
621)	0.00		• • •	To:		Dead End							147		1000
				From:		Dead End		i							
622	0.20	110	R			Dead End				NA			NA		06/26/2002
022				To		51 (21		1							
600	0.81	290	R	From:		51-621				NA			NA		06/26/2002
622	0.01	230	11	_						IVA			INA		00/20/2002
	1.53	490	F	From: 97%	1%	51-623 2% 0%	0%	0%	F	0.098	F	0.6	490	F	2002
622	1.55	430	-	91 /0	1 /0		0 /0	0 /6	•	0.090	'	0.0	430		2002
\bigcirc	4.04	740		From:	40/	51-742	00/	00/		0.000		0.004	740		0000
622	1.21	740	F	97%	1%	2% 0%	0%	0%	F	0.096	F	0.634	740	F	2002
				From:		SR 354									
622	1.26	780	F	97%	1%	2% 0%	0%	0%	F	0.095	F	0.643	780	F	2002
				To: From:		51-618 WEST									
(622)	1.65	1000	F	97 <u>%</u>	1%	2% 0%	0%	0%	С	0.085	F	0.602	1000	F	2002
				To:		SR 3									
				From:		51-622									
(623)	0.73	90	R							NA			NA		1999
				To: From:		51-718									
(623)	0.14	30	R	_						NA			NA		1999
				To:		Dead End									
\bigcirc			_	From:		Dead End									00/01/0000
(624)	1.00	140	R							NA			NA		06/24/2002
				To: From:		51-774									
(624)	0.95	180	R							NA			NA		06/24/2002
				To: From:		SR 354 SOUTH									
600	0.48	750	R	110		SR 354 NORTH	Į.			NA			NA		06/19/2002
624)	5.40	. 55	••	To		51-665				, .					55. 15.200Z
				From:		Dead End									
(625)	0.82	90	R	<u> </u>		Dodd End				NA			NA		06/19/2002
023)	5.52	- •		Te		£1 COO									
605	0.52	360	R	From:		51-689				NA			NA		06/19/2002
(625)	0.52	300	11	To:		SR 354 SOUTH				INA			INA		JUI 1312UUZ
				From:		SR 354 NORTH									
(625)	1.97	460	R							NA			NA		06/19/2002
				To:		51-682									

Capta Capt	Dir AAWDT QW Year NA 06/19/200 NA 06/19/200
626 0.90 60 R NA 626 0.31 130 R NA	
626 0.90 60 R NA Calculate the second sec	
626) 0.31 130 R NA	NA 06/19/200
(626)	NA 00/19/200
Try SR 354	
From: 51-626	
(627) 1.60 140 R NA	NA 06/19/200
Tro SR 354	
From: Dead End	NA 4000
628 0.18 30 R NA	NA 1999
51-743	NA 1999
0.19 90 R NA	NA 1999
From: 51-630	
629 1.31 640 R NA	NA 07/24/200
To: 51-675	
From: Dead End	
630 0.01 40 R NA	NA 07/24/200
630 0.24 160 R NA	NA 07/24/200
51-704	
0.39 260 R NA	NA 07/24/200
51-791	
630 0.20 450 R NA	NA 07/24/200
51-694	
630 1.45 850 R NA	NA 07/24/200
To: 51-629	
630 0.20 1400 R NA	NA 07/24/200
Dead End	NA 1999
(631) 0.30 220 R NA SR 222; 51-708	1000
From: Dead End	
(632) 0.81 40 R NA	NA 07/22/200
Tal 0.81 MF Dead End	
632) 0.40 50 R NA	NA 07/22/200
To SR 222	
Tiolii.	.51 470 F 2002
To: Dead End	
Town of Irvington	
Dead End	NA 07/22/200
633) 0.10 390 R NA	NA 07/22/200
(633) 0.10 390 R NA	
From: Dead End	
634) 0.20 70 R NA	NA 07/22/200
To. 51-721	
634 0.05 150 R NA	NA 07/22/200
To: 51-633	
0.50 660 F 96% 1% 2% 0% 1% 0% F 0.098 F 0.9	548 660 F 2002
(634) 0.46 1800 F 96% 1% 2% 0% 1% 0% C 0.097 F 0.8	532 1800 F 2002
To: SR 200	

					Lancaster Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	\cap C	(.)K	Dir Factor	AAWDT	QW	Year
Town of Irvington				From:	Dead End						
635)	0.19	460	R	<u> </u>	Dead End	NA			NA		07/22/2002
				To: From:	51-776						
635)	0.04	660	R			NA			NA		07/22/2002
	0.19	1100	R	From:	51-636	NA			NA		07/22/2002
635)	0.10			To:	SR 200						0172272002
\bigcirc				From:	51-635						
636)	0.15	370	R			NA			NA		1999
636	0.35	130	R	From:	51-746	NA			NA		1999
030	0.00			To:	Dead End						
Lancaster County				From:	D. IE I						
637)	0.50	240	R	Fiolii.	Dead End	l NA			NA		07/10/2002
001)				To: From:	51-659						
637)	1.35	530	R			NA			NA		07/10/2002
				To:	SR 3						
(629)	0.77	100	R	From:	Dead End	NA			NA		07/08/2002
638)				To:	SCL Whitestone						
Town of White Stone				From:	OCI WILL						
638)	0.50	390	R	Fiam	SCL Whitestone	l NA			NA		07/08/2002
				To: From:	51-652; 51-1204						
638)	0.13	980	R	From:		NA			NA		07/08/2002
				To: From:	SR 3 WEST SR 3 EAST						
638)	0.13	190	R	ļ		NA			NA		07/10/2002
				To:	WCL White Stone						
Lancaster County				From:	WCL White Stone						
(638)	0.87	100	R			NA			NA		07/10/2002
				To: From:	Dead End						
639	0.20	48	R	From:	Dead End	l NA			NA		07/08/2002
(039)				To:	51-640						
639	0.29	240	R	From:		NA			NA		07/08/2002
				To:	SCL White Stone						
Town of White Stone				From:	SCL White Stone						
(639)	0.42	440	R			NA			NA		07/08/2002
<u> </u>				From:	51-652						
(639)	0.39	660	F	To:	51-695	0.105 I	5 F	0.5	670	F	2002
Lancaster County				I	31-073						
				From:	51-639						
(640)	0.40	190	R	To:	Dead End	NA I			NA		1999
				From:	Dead End						
641)	0.25	46	R	<u> </u>	Dona Lina	NA			NA		07/08/2002
				To: From:	51-700						
(641)	1.90	520	R			NA			NA		07/08/2002
-		446		To: From:	51-695				h		07/00/005
641)	0.20	140	R	To:	51-642	NA I			NA		07/08/2002
					J1-072						

					Lar	ncaster Ma			a							
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of White Stone				From:		5	1-695		Ī							
(642)	0.22	550	R								NA			NA		07/08/2002
				To-		ECL W	hite Ston	e								
Lancaster County				From:		ECL W	hite Ston	e								
642	0.02	510	R								NA			NA		07/08/2002
				From:		5	1-641									
642	1.20	600	R	To:		5	1-643				NA			NA		07/10/200
				From:			1-646									
643)	2.30	980	F	94%	1%	3%	1%	1%	0%	С	0.094	F	0.516	990	F	2002
643)	0.50	230	R	From:		5.	1-644				NA			NA		07/10/2002
040				To:		Dea	ad End									
\bigcirc			_	From:		5	1-643									4000
644)	0.02	180	R	. —							NA			NA		1999
644	0.50	80	R	From:		51	-1039		<u> </u>		NA			NA		1999
644)	0.00			To		Dea	ad End									1000
				From:		5	1-643									
645)	0.04	350	R								NA			NA		1999
	0.81	320	R	From:		5	1-749				NA			NA		1999
645)	0.01	320	IX.	To		Dea	ad End				INA			INA		1999
				From:			2; 51-630									
646	0.27	1800	F	97%	0%	2%	0%	1%	0%	F	0.081	F	0.593	1800	F	2002
	0.00	4000		From:	00/		1-709	40/	00/		0.000		0.047	4000		2002
646)	0.69	1900	F	97%	0%	2%	0%	1%	0%	С	0.083	F	0.617	1900	F	2002
646)	2.20	1100	F	From: 97%	0%	2%	R 200 0%	1%	0%	F	0.118	F	0.541	1100	F	2002
				To: From:		SR 3	NORTH									
646)	0.65	1300	F	94%	1%	4%	SOUTH 1%	1%	0%	С	0.093	F	0.536	1300	F	2002
				To: From:			1-643									
646	0.84	590	F	94%	1%	4%	1%	1%	0%	F	0.101	F	0.508	590	F	2002
$\overline{}$			_	From:		51-64	7 WEST									
(646)	0.63	520	R								NA			NA		07/16/2002
646	0.51	190	R	From:		51-64	47 EAST				NA			NA		07/16/2002
646)	0.01			To:		Dea	ad End									0771072001
				From:		S	SR 3									
(647)	1.40	570	R								NA			NA		07/16/2002
	0.29	380	R	From:		5	1-648		·		NA			NA		07/16/2002
(647)	0.29	300	K	To:		51-64	6 WEST				INA			INA		07/10/2002
	0.20	470	Ь	From:			46 EAST				NIA			NIA		07/16/2001
(647)	0.20	170	R	Tar			1.676				NA			NA		07/16/2002
647)	0.33	130	R	From:		5.	1-676				NA			NA		07/16/2002
<u></u>				To:		5	1-745		,							
647)	0.07	49	R	From:							NA			NA		07/16/2002
				To:			ad End]							
648)	0.07	80	R	From:		5	1-647				NA			NA		1999
040)	0.01			To:		5	1-658				1471					
·			_						_	_		· <u>-</u>			_	·

					Lancaster Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	(.)K	Dir Factor	AAWDT	QW	Year
Lancaster County				From:	51-658	Ī					
648)	0.75	160	R		21 350	NA			NA		1999
				To-	Dead End						
	0.10	6	R	From:	Dead End	NA			NA		1999
649	0.10	0	K	To:	51-1036]			INA		1999
				From:	SR 3						
650	0.96	980	R	-		NA			NA		07/16/200
				To: From:	51-795]					
650	0.56	580	R			NA			NA		07/16/200
\bigcirc	0.44			From:	51-1038						07/40/00
650	0.14	440	R			NA -			NA		07/16/200
	0.13	310	R	From:	51-750	NA			NA		07/16/200
650	0.13	310	IX.	To:	51 724	1			INA		077107200
650	0.64	190	R	From:	51-734	NA			NA		07/16/200
000				To:	Dead End						
$\widehat{}$				From:	SR 3						
651)	0.87	300	R			NA			NA		1999
	0.00			From:	51-1037	<u> </u>			NIA		4000
651)	0.02	50	R	To	Dead End	NA 1			NA		1999
Town of White Stone					Dona 2Ma						
				From:	51-638; 51-1204						
(652)	0.28	610	R	To:	51-639	NA 1			NA		07/08/200
					31-039						
Lancaster County				From:	Dead End						
653	1.50	70	R	To:	GD 254	NA			NA		1999
				From:	SR 354	1					
(654)	0.90	180	R		51-637	J NA			NA		07/10/200
				To:	51-637]					
\bigcirc				From:	51-625						
(655)	0.50	270	R			NA -			NA		06/19/200
	0.59	60		From:	51-693				NΙΔ		06/10/200
(655)	0.59	60	R	To:	Dead End	NA 1			NA		06/19/200
				From:	51-695						
(656)	0.20	20	R			NA			NA		1999
				To:	51-695						
Town of Irvington				From:	Dead End	1					
(657)	0.11	200	R		Dona 2Ma	NA			NA		1999
				To:	51-633						
Lancaster County				From:	51-647	1					
(658)	0.07	100	R	Щ.	J1-U4/	I NA			NA		1999
				То:	51-648	<u> </u>					
\bigcirc			_	From:	Dead End						
659	1.00	220	R	To:	51-637	NA 1			NA		1999
				From:	SR 222 EAST	<u> </u>					
660	0.23	70	R	<u>L</u>	OK 222 EAU1	J NA			NA		1999
				To:	51-714						

					Lancaster Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	 il QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lancaster County				From:	51-714	1						
660	0.17	140	R	<u> </u>	31-/14	_	NA			NA		1999
000				To	SR 222 NORTH							
	0.30	47		From:	SR 222 SOUTH		NIA			NIA		1000
660	0.30	47	R	To:	Dead End	7	NA			NA		1999
				From:	51-695	1						
661)	0.20	20	R		31-073	_	NA			NA		1999
001)				To:	Dead End							
				From:	Dead End							
662	0.21	100	R				NA			NA		06/19/2002
				From:	51-716]						
662	0.30	320	R			_	NA			NA		06/19/2002
				To: From:	SR 354 NORTH SR 354 SOUTH	-						
662	0.60	49	R		SK 334 SOUTH	_	NA			NA		06/19/2002
(002)	0.00		••	To:	Dead End	1						00/ 10/2002
				From:	Dead End	Ī						
663)	0.23	60	R	<u> </u>	200		NA			NA		1999
				To:	51-765							
663	0.68	120	R	From:	31 703	_	NA			NA		1999
				To	SR 354							
663	0.04	48	R	From:	SK JJ4	_	NA			NA		1999
000				To:	Dead End	1						
				From:	Dead End							
(664)	0.50	400	R	<u></u>		_	NA			NA		1999
				To	51-709							
				From:	Dead End							
665)	0.58	500	R				NA			NA		1999
				To: From:	51-712]						
665	0.17	590	R				NA			NA		1999
				To: From:	51-624							
665)	0.77	160	R			_	NA			NA		1999
$\overline{}$				To:	Dead End							
\sim				From:	SR 222							
666	0.81	80	R	To:	97.000	_	NA			NA		1999
					SR 222							
	0.10	60	R	From:	Cul-de-Sac	_	NA			NA		07/01/2002
(667)	0.10	00	K			_	INA			INA		0770172002
	0.46	90	R	From:	0.10 ME Cul-de-Sac	_	NA			NA		07/01/2002
667	0.46	90	ĸ			_	INA			NA		07/01/2002
$\overline{}$		400	_	From:	0.56 ME Cul-de-Sac	_						07/04/0000
667)	0.80	120	R	To:	51-611	7	NA			NA		07/01/2002
				From:		+						
<u></u>	0.44	130	R	From:	51-625	_	NA			NA		1999
668	0.44	130	K	_		_	INA			INA		1999
<u></u>	0.28	30	R	From:	51-760		NA			NA		1999
668	0.20	30	ĸ	To:	Dead End	7	INA			INA		פפפו
				From:	51-614	† 						
(669)	0.45	70	R	<u> </u>	31-014	_	NA			NA		07/18/2002
003				To:	Dead End	1						
				From:	Dead End							
670	0.97	110	R				NA			NA		1999
				To:	51-646]						

					Lancaster Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	eak Our Ql	Oir Factor	AAWDT Q	W Year
Lancaster County				From:	Dead End	1				
(671)	0.75	130	R			N	Α		NA	1999
				To-	51-613					
Town of Irvington				From:	51-634					
672	0.05	260	R			N	Α		NA	1999
	0.11	190	R	From:	51-727	<u> </u>	Α		NA	1999
<u>(672)</u>	0.11	130		To:	51-781	1			IVA	1999
(672)	0.08	30	R	From:		N	Α		NA	1999
				To:	Dead End					
Lancaster County				From:	Dead End					
(673)	1.60	230	R			N	Α		NA	1999
				To: From:	51-614					
674)	0.23	130	R		SR 200	N 1	Α		NA	1999
				To: From:	51-707]				
674)	0.27	40	R	To:	Dead End	N 1	Α		NA	1999
				From:	Dead End	<u> </u>				
675)	1.26	260	R	<u> </u>	Dedd End	N	Α		NA	07/22/2002
				To: From:	51-699	<u> </u>				
675	0.80	450	R			N	Α		NA	07/22/2002
	0.03	360	R	From:	51-771	<u> </u>	Α		NA	07/22/2002
675	0.00			To:	51-629	. · ·	., .		147.	0112212002
675)	2.05	780	R	From:	31-027	N	Α		NA	07/22/2002
				From:	51-688	<u> </u>				
675)	0.45	2500	R	To:	SR 200	N 1	Α		NA	07/22/2002
				From:	Dead End	l l				
(676)	0.10	30	R			N	Α		NA	07/16/2002
				From:	0.10 MN Dead End	 				
(676)	0.19	70	R	To:	51-647	N 1	Α		NA	1999
				From:	51-625					
(677)	0.50	30	R			N	Α		NA	1999
				To: From:	Dead End Dead End					
(678)	0.64	5	R		Dead Elid	J N	Α		NA	07/01/2002
				To:	51-615					
	0.35	30	R	From:	Dead End		Α		NA	06/24/2002
680	0.33	30	K	To:	51-777	1	A		INA	00/24/2002
680	0.70	80	R	From:	31-///	N	Α		NA	06/24/2002
				To:	SR 354					
<u></u>	0.13	8	R	From:	Dead End]	Α		NA	06/24/2002
681)	0.10			To:	51-737				INA	0012 -1 12002
681)	0.11	70	R	From:	31-131	 N	Α		NA	06/24/2002
				To: From:	51-774]				
681)	0.90	240	R	To:	CD 254	N 1	Α		NA	06/24/2002
				10.	SR 354	<u> </u>				

					Lancaster Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Fact	$\Delta \Delta M/M = 0$	QW Year
Lancaster County				From:	SR 354	İ			
682	1.53	210	R		SK 334	NA		NA	06/19/200
				To: From:	51-625]			
682	0.33	120	R			NA		NA	06/19/200
	0.25	70	R	From:	51-722	NA NA		NA	06/19/200
682	0.23	70	K	To:	51-740	INA		INA	00/19/200
682	0.12	50	R	From:	31-/40	NA		NA	06/19/200
				To:	Dead End				
	0.90	80	R	From:	Dead End	NA		NA	1999
683	0.90	00	K	To	SR 354	INA.		INA	1999
				From:	Dead End				
684)	0.30	70	R	To:	51-604	NA I		NA	1999
				From:	51-615	l			
685	0.39	100	R	<u>. </u>	31-013	NA NA		NA	07/01/200
				To:	Dead End				
	0.04	10	R	From:	SR 3	NA		NA	1999
686	0.04	10	K	To:	SR 3	INA I		INA	1999
_				From:	Dead End				
687)	0.34	170	R			NA		NA	1999
	2.22			To: From:	51-710	<u> </u>		N.A.	
687)	0.36	210	R	To:	SR 200	NA I		NA	1999
				From:	51-675				
688	0.35	1800	R			NA		NA	1999
				To: From:	51-767				
688	0.18	1800	R	To:	WCL Kilmarnock	NA I		NA	1999
Town of Kilmarnock									
	0.49	1800	R	From:	WCL Kilmarnock	NA		NA	1999
688	0.49	1000	K	To:	51-1042	INA 1		INA	1999
688)	0.06	2600	R	From:	31-1042	NA		NA	07/24/200
				To:	SR 3				
Lancaster County				From:	Dead End	<u> </u>			
689)	0.45	60	R	<u>. </u>	Dead End	NA		NA	1999
				To:	51-625				
	0.70	60	R	From:	51-622	NA		NA	1999
690	0.70	60	K	To:	Dead End	INA I		INA	1999
				From:	Dead End				
691	0.12	40	R			NA		NA	1999
	0.17	000		To: From:	51-725	<u> </u>		A I A	4000
691)	0.17	200	R	To:	51-632	NA I		NA	1999
				From:	Dead End				
692	0.70	30	R	<u> </u>		NA		NA	1999
				To: From:	51-764	 			
692	0.02	30	R	To:	CD 254	NA I		NA	1999
				1	SR 354	<u>I</u>			

					Lan	caster Main	terrance	Area	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lancaster County				From:												
(693)	0.46	70	R			51-6	00				NA			NA		1999
				To		Dead	End									
\bigcirc				From:		Dead	End									0=10.110000
694)	0.50	70	R	To:		51-6	30				NA			NA		07/24/2002
Town of White Stone						31 0	, , , , , , , , , , , , , , , , , , , 									
				From:		SR 3; S										
(695)	0.20	3200	F	96%	0%	2%	1%	1%	0%	С	0.083	F	0.605	3300	F	2002
2005	0.42	2400	F	From: 96%	0%	2% 51-6		1%	0%	F	0.081	F	0.597	2500	F	2002
695)	0.42	2400	•	To:	070	SCL Whi		1 /0	070	'	0.001	'	0.551	2300	'	2002
Lancaster County									•							
	2.42	1500	F	From: 96%	0%	SCL Whi		1%	0%	F	0.083	F	0.502	1500	F	2002
695)	2.42	1500	Г	30 /0	0 70			1 /0	0 70	'	0.003		0.302	1300		2002
695)	1.98	950	F	From: 96%	0%	2%		1%	0%	F	0.091	F	0.5	950	F	2002
				To		51-7			- 1							
(695)	2.67	430	F	96%	0%			1%	0%	F	0.112	F	0.509	440	F	2002
				To:		Dead	End									
	0.22	30	R	From:		51-6	15				NA			NA		07/01/2002
696	0.22	30	K	To:		Dead	End		1		INA			INA		0770172002
				From:		51-6	55									
(697)	0.35	30	R	_							NA			NA		06/19/2002
				To:		Dead	End									
Town of White Stone				From:		51-7	35		Ī							
(698)	0.09	300	R								NA			NA		1999
				To:		SR 2	00									
Lancaster County				From:		51-6	75		1							
(699)	0.25	110	R	_							NA			NA		1999
				To:		Dead										
700	0.70	140	R	From:		Dead	End				NA			NA		1999
700	0.70	140		To:		51-6	41				1471			147.0		1000
				From:		Dead	End									
701)	0.30	40	R	To:		CD 254	1 717				NA			NA		1999
				From:		SR 354;										
702	0.25	NA				SK	3				NA			NA		
				To:		SR	3									
\bigcirc			_	From:		Dead	End									
703	0.16	20	R	To:		51-6	13				NA			NA		1999
				From:		Dead			1							
704)	0.10	70	R								NA			NA		1999
				To:		51-6										
	0.31	10	R	From:		51-6	25				NA	_		NA	_	06/19/2002
705)	0.31	10	ĸ	To:		Dead	End				INA			INA		00/19/2002
				From:		Dead										
706	0.30	70	R								NA			NA		1999
				To-		SR 3	54									

					Lan	ıcaster Maintenar	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lancaster County				-			· · · · an			. ioui		. 40101			
(707)	0.13	20	R	From:		Dead End				NA			NA		07/22/2002
(101)				To-		51-674									
				From:		Dead End									
(708)	0.27	70	R	To:		SD 222, 51, 623		1	i	NA			NA		1999
				From:		SR 222; 51-631 SR 222	Į.								
709)	0.76	800	F	98%	1%	1% 0%	1%	0%	С	0.088	F	0.530	800	F	2002
709	0.20	1200	F	98% To:	1%	51-664 1% 0%	1%	0%	F	0.081	F	0.561	1200	F	2002
				From:		51-646 SR 200									
710	0.30	170	R			SK 200				NA			NA		1999
(10)				To:		51-687									
				From:		Dead End									
711)	0.50	30	R							NA			NA		06/24/200
				To: From:		0.50 ME Dead E	nd								
711)	0.05	60	R	To:		SR 354		1	İ	NA			NA		06/24/200
				From:		Dead End									
712	0.20	60	R	<u> </u>		Dead End				NA			NA		1999
				To:		51-665									
				From:		51-612									
(713)	0.20	9	R						Ī	NA			NA		07/18/200
				To: From:		Dead End									
(714)	0.20	60	R	From:		51-660				NA			NA		1999
(714)	0.20			To:		Dead End				1471					1000
Town of Irvington								_							
	0.00	420	_	From:		51-634				NIA			NIA		1000
(715)	0.09	130	R	_					i	NA			NA		1999
	0.10	230	R	From:		51-768				NA			NA		1999
(715)	0.10	230	IX.	To-		Dead End				INA			INA		1999
Lancaster County				•				•							
				From:		Dead End									
716	0.25	70	R	To:		51-662		1	ĺ	NA			NA		1999
				From:		SR 354; 51-701	1								
(717)	0.19	20	R	<u> </u>		510 554, 51-70				NA			NA		1999
				To-		51-622									
				From:		Dead End									
(718)	0.28	30	R	To:		51-623			Ī	NA			NA		1999
T. ex .				***		31-023									
Town of Irvington				From:		Dead End									
(719)	0.31	40	R						ı	NA			NA		1999
				To:		51-634									
Lancaster County				From:		Dead End		ı							
(720)	0.20	45	R			2 oud End			l	NA			NA		1999
				To:		SR 222									
Town of Irvington				From:		D 15 1		1							
(721)	0.09	80	R			Dead End				NA			NA		1999
(121)				To:		51-634		[
· · · · · · · · · · · · · · · · · · ·							_				_			_	

					Lancaster Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	 il QC	Peak Hour	QK Dir Factor	AAWDT QW	Year
Lancaster County				From:	51-682	1				
722	0.22	50	R	<u> </u>	31-062		NA		NA	1999
				To-	Dead End					
				From:	Dead End					
723	0.40	190	R			7	NA		NA	1999
				To:	51-618					
724	0.35	120	R	From:	Dead End		NA		NA	1999
724)	0.00	120	1	To:	SR 354	7	IVA		IN/A	1000
				From:	Dead End					
725	0.30	48	R			_	NA		NA	1999
				To:	51-691					
$\overline{}$				From:	Dead End					
726	0.20	20	R	To:	GD 2	٦	NA		NA	06/26/20
				10.	SR 3					
Town of Irvington				From:	Dead End					
727)	0.08	80	R	<u> </u>	Dette Ene		NA		NA	1999
				To:	51-672					
Lancaster County										
	0.00	420	_	From:	Dead End		NIA		NIA	4000
728)	0.60	130	R	To	51-630	7	NA		NA	1999
				From:	Dead End	1				
729	0.20	120	R	<u> </u>	Dead End		NA		NA	1999
129				To:	SR 354					
				From:	Dead End					
730	0.50	130	R	-			NA		NA	1999
				To:	51-610					
				From:	51-604					
731)	0.10	70	R	To:	David Find	7	NA		NA	1999
				From:	Dead End	ļ				
722)	0.10	30	R	rioin.	Dead End		NA		NA	07/01/20
732	0.10	30	1	To:	51-603	7	IVA		IN/A	01701720
				From:	Dead End					
733	0.40	70	R	<u>. </u>		_	NA		NA	1999
				To:	51-630					
				From:	51-650					
(734)	0.49	90	R	_		_	NA		NA	07/16/20
				To:	Cul-de-Sac					
Town of White Stone				From:	SR 3	1				
(735)	0.11	370	R		SK 3	_	NA		NA	1999
				To:	51-736		-		·	
735	0.06	250	R	From:	31-/30		NA		NA	1999
735)				To:	51-698	<u></u>				
<u> </u>				From:	SR 200					
736)	0.09	220	R			_	NA		NA	1999
				To:	51-735					
ancaster County						1				
	0.00	40	г.	From:	Dead End	L	NIA		NIA	4000
(737)	0.20	40	R	To:	51-681	7	NA		NA	1999
				From:		<u>.</u> T				
738)	0.30	40	R		51-695	_	NA		NA	1999
(130)	0.00		••	To-	Dead End	1				1000
				•						

					Lancaster Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	AAWDT C)W Year
Lancaster County				From:	Dead End				
739	0.05	50	R	<u> </u>	Detta Ena	NA		NA	1999
				To	51-630				
\bigcirc			_	From:	51-682				
740)	0.18	30	R	To:	Dead End	NA I		NA	1999
				From:	Dead End				
(741)	0.35	46	R		Dead End	NA		NA	1999
				To:	51-695				
				From:	51-622				
(742)	0.95	290	R			NA		NA	06/26/2002
			_	From:	51-1101				
742	0.05	50	R	To:	Dead End	NA I		NA	06/26/2002
				From:					
(743)	0.16	60	R		Dead End	l NA		NA	06/19/2002
(143)				To:	51-628				
				From:	51-608				
(744)	0.10	120	R			NA		NA	1999
				To:	51-756				
	0.13	90	R	From:	51-647	NA NA		NA	07/16/2002
745)	0.13	90	K	To:	Dead End	INA 		INA	07/10/2002
Town of Irvington				I	D that Lind				
				From:	Dead End				
746)	0.10	70	R	To:		NA		NA	1999
				10.	51-636				
Lancaster County				From:	Dead End				
(747)	0.35	40	R			NA		NA	06/19/2002
				To:	51-627				
\bigcirc				From:	51-622				1000
748	0.25	90	R			NA		NA	1999
\bigcirc	0.22	46		From:	51-753	NIA		NIA	1000
(748)	0.22	46	R	To:	Dead End	NA I		NA	1999
				From:	51-645				
(749)	0.51	48	R			NA		NA	1999
				To:	Dead End				
\bigcirc				From:	Dead End				
750	0.45	110	R	To:	51-650	NA I		NA	1999
				From:					
751)	0.40	40	R	Troin.	Dead End	l NA		NA	06/26/2002
(731)				To:	51-622				
_				From:	51-632				
752)	0.15	60	R	_		NA		NA	1999
				To:	Dead End				
750	0.15	40	R	From:	Dead End	l NA		NA	1999
753)	0.13	-+0	^	To:	51-748	INA		INA	נפטו
				From:	Dead End				
(754)	0.40	100	R			NA		NA	1999
				To:	51-643				
\bigcirc			_	From:	51-655				
755)	0.14	90	R	To:	Dead End	NA I		NA	06/19/2002
					Dead End				

					Lancaster Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir AAWDT QW actor	Year
Lancaster County				From:	51-744	1			
(756)	0.09	80	R			NA		NA	1999
				To-	Dead End				
\bigcirc				From:	Dead End				1000
757)	0.74	810	R	To:	51-709	NA 1		NA	1999
					31-709				
Town of Irvington				From:	Dead End				
758)	0.18	70	R			NA		NA	1999
				To:	51-634				
Lancaster County				From:	SR 3				
750	0.34	200	R		SK 3	J NA		NA	1999
759	0.0 .			To	51 704	1			
759	0.30	120	R	From:	51-786	NA		NA	1999
(139)				To:	Dead End]			
				From:	51-668				
760	0.55	50	R			NA		NA	1999
				To:	51-761				
760	0.01	2	R			NA		NA	1999
				To:	Dead End				
\bigcirc			_	From:	51-760				4000
761)	0.02	20	R	To:	Dead End	NA 1		NA	1999
				From:					
762)	0.30	100	R		SR 354	J NA		NA	1999
(762)	0.00		•••	To-	Dead End]			.000
				From:	51-632				
763	0.18	80	R			NA		NA	07/22/200
				To:	Dead End				
\bigcirc				From:	51-692				
(764)	0.65	20	R	To:	SR 354	NA 1		NA	1999
				From:	Dead End	l			
765	0.22	30	R		Dead End	J NA		NA	1999
765				To:	51-663]			
				From:	Dead End				
766)	0.47	50	R			NA		NA	07/10/200
				To:	51-637				
\bigcirc				From:	Dead End	l			
767	1.80	340	R	To:	51-688	NA 1		NA	1999
- AY 1					31-000				
Town of Irvington				From:	51-769				
768	0.07	120	R			NA		NA	1999
				To: From:	51-1303	1			
768	0.07	190	R			NA		NA	1999
				To: From:	51-1302				
768	0.12	220	R	rioil.		NA		NA	1999
				From:	51-1301				
768)	0.13	230	R			NA		NA	1999
				To:	51-715				
$\overline{}$				From:	51-768				,
769	0.25	80	R	To:	Dood Fr. J	NA 1		NA	1999
				- 27-	Dead End	l .			

					Lancaster Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTruck-2Axle 3+Axle 1Trail 2Trai	C)C:	(.)K	Dir Factor	AAWDT	QW	Year
Lancaster County				From:	Dead End						
(770)	0.20	2	R		Dead Ellu	NA			NA		06/19/200
				Tn·	51-682						
				From:	51-675						
771)	0.07	40	R			NA			NA		1999
				From:	0.07 MN 51-675]					0=1001000
771)	0.28	50	R	To:	Dead End	NA T			NA		07/22/200
				From:	Dead End	1					
772	0.10	40	R		Dead End	NA			NA		06/26/200
				To:	SR 3						
\sim				From:	Dead End						
773)	0.05	570	R	To	51.604	NA			NA		07/01/200
				From:	51-604	1					
774)	0.21	90	R	rioiii.	51-624	J NA			NA		06/24/200
774	0.21			To:	0.21 MN 51 624	1			147 (00/24/200
(774)	0.66	130	R	From:	0.21 MN 51-624	NA			NA		06/24/200
774				To:	0.87 MN 51-624	1					
774)	0.32	160	R	From:	0.07 MIN 31-024	NA			NA		06/24/200
				To:	51-681]					
				From:	Dead End						
(775)	0.20	80	R		44.50	NA			NA		07/08/200
				To:	51-695						
Town of Irvington				From:	Dead End						
(776)	0.09	230	R	l-	2000	NA			NA		07/22/200
				To:	51-635						
Lancaster County				From:	D. I.F. I						
777	0.20	40	R	r toin.	Dead End	J NA			NA		06/24/200
(777)	0.20			To:	51-680	1					00/2 !/200
				From:	51-675						
778)	0.71	130	R			NA			NA		07/22/200
				To:	Dead End						
	0.10	80	R	From:	Dead End] NA			NA		06/26/200
779)	0.10	80	K	. —		INA 7			INA		00/20/200
(770)	0.09	200	R	From:	51-800	NA			NA		06/26/200
779	0.03			To	0.00 NAT 51.000				13/7		
779	0.08	580	R	From:	0.09 MN 51-800	NA			NA		06/26/200
				To:	SR 3	1					
_				From:	SR 201						
780	0.37	40	R			NA			NA		06/24/200
				To:	Dead End						
Town of Irvington				From:	51-672						
781)	0.10	60	R	-		NA			NA		07/22/200
				To:	Dead End						
Lancaster County				r I	B 15 1						
(702)	0.12	30	R	From:	Dead End	J NA			NA		06/26/200
(782)	0.12	J0	11	To	51-620]			IVA		30,20,200
				From:	51-695						
783	0.22	45	R			NA			NA		07/08/200
				To:	Dead End						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW Ye
Lancaster County						HOUI F	ICTO
(784)	0.58	130	R	From:	End Loop	I NA	NA 07/10
				To: From:	51-785		
784)	0.78	130	R			NA	NA 07/10
	0.92	230	R	From:	Begin Loop	NA NA	NA 07/40
784	0.92	230	ĸ	To:	51-614	NA [NA 07/10
				From:	Dead End		
785)	0.12	50	R	To:	51-784	NA I	NA 07/10.
				From:	Dead End		
786	0.40	50	R			NA	NA 07/16.
				To:	51-759		
Town of Irvington				From:	Dead End		
(787)	0.63	120	R			NA	NA 07/22
				To:	SR 200		
Lancaster County				From:	SR 200		
(788)	0.33	980	R			NA	NA 07/18
				To	Dead End		
(700)	0.30	20	R	From:	51-643] NA	NA 07/10
(789)	0.00			To:	Dead End		147
				From:	SR 3		
(790)	0.81	60	R	Tai	GD 2	NA I	NA 07/01
				From:	SR 3		
(791)	0.38	220	R		Dead End	I NA	NA 07/24
				To:	51-630		
\bigcirc	0.00	00		From:	51-641	N/A	NA 07/00
(792)	0.32	90	R	To:	Dead End	NA I	NA 07/08
				From:	Dead End		
(793)	0.37	90	R			NA	NA 07/16
				To:	51-646		
(794)	0.72	170	R	From:	Dead End	I NA	NA 06/26
(194)	0.72	•		To:	51-620]	107
				From:	Dead End		
795)	0.96	200	R	To:	51-650	NA I	NA 07/16
				From:	Cul-de-Sac		
796)	0.10	40	R	<u> </u>	ear de bae	NA	NA 07/16
				To:	51-646		
	0.57	100	R	From:	51-794	NA NA	NA 06/26
797	0.57	100	IX	To:	Cul-de-Sac]	NA 00/20.
				From:	51-612		
798)	0.35	60	R		D 10 1	NA I	NA 07/18
				To:	Dead End		
800	0.40	70	R	einm.	Cul-de-Sac	I NA	NA 06/26
000				To:	51-779		33/23/
				From:	Cul-de-Sac		
810	0.31	45	R	To:	51-784	NA I	NA 07/18
				10.	31-/84	<u> </u>	

SR SS SS NA						Lan	Caster iviairiteriai	ice Area	1							
1	Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle	uck 1Trail	2Trail	- QC		QK		AAWDT	QW	Year
	Lancaster County				From:		SR 354		1							
19	(813)	0.22	240	R	<u> </u>		510 554				NA			NA		06/19/2002
State Stat					To:		Dead End									
1000	\bigcirc	0.00	00		From:		Cul-de-Sac				NIA			NIA		4000
Si	(815)	0.63	90	ĸ	To:		51-666				NA			NA		1999
					From:											
Second S	(820)	0.12	40	R							NA			NA		1999
Reg					To:		51-695									
Sign Sign	\bigcirc	0.44		_	From:		Cul-de-Sac				NIA			NIA		4000
Second S	(821)	0.11	20	ĸ	_						NA			NA		1999
Second S		0.06	10	- В	From:		51-820				NIA			NΙΛ		1000
Company Comp	(821)	0.00	10	K	To:		Cul-de-Sac		1		INA			INA		1999
Sign Sign					From:				1							
S1-673 S1-673 S1-1002 NA NA 1999 NA NA NA 1	(830)	0.18	20	R							NA			NA		1999
1001 0.15 120 R					To:		51-673									
100	Town of Kilmarnock				From:		51 1002		1							
Cul-de-Sac:	(1001)	0.15	120	R	<u> </u>		31-1002				NA			NA		1999
002					To:		Cul-de-Sac									
1002					From:		Cul-de-Sac									
1002	(1002)	0.21	80	R							NA			NA		06/24/2002
1002 0.08 250 R					To: From:		51-1001									
1002 0.08 250 R	(1002)	0.05	230	R							NA			NA		06/24/2002
1002 360	_	0.00			From:		51-1004									00/04/000
1002 360	(1002)	0.08	250	R							NA			NA		06/24/2002
1033		0.21	260			00/		00/	00/		0.112		0.642	260		2002
1003	(1002)	0.21	360	г		0%		U%	0%	Г	0.112	Г	0.043	300	Г	2002
1003					From:				1							
1004	(1003)	0.15	260	F	98%	1%		0%	0%	F	0.099	F	0.536	260	F	2002
1004 0.15 410 R																
1004 0.17 120 R		0.45	440		From:		SR 3				NIA			NIA		4000
1004 0.17 120 R 1999 1005 0.03 70 R 51-1009 NA NA NA 06/24/200 1006 0.07 120 R 51-1008 NA NA 06/24/200 1006 0.16 410 F 99% 0% 1% 0% 0% 0% 0% 0% 0		0.15	410	ĸ							NA			NA		1999
Dead End From S1-1009 NA NA 06/24/200		0.17	120	- В	From:		51-1002				NIA			NΙΛ		1000
1005 0.03 70 R	(1004)	0.17	120	K	To:		Dead End				INA			INA		1999
1006 0.03 70 R					From:		51-1009									
1005 0.07 120 R	(1005)	0.03	70	R							NA			NA		06/24/2002
1005 0.07 120 R NA NA 06/24/200 1006 0.07 170 R NA NA 06/24/200 1006 0.16 410 F 99% 0% 1% 0% 0% 0% 0% C 0.104 F 0.5 410 F 2002 1006 0.10 150 R NA NA 1999 1006 0.17 480 R NA NA 1999					To: From:		51-1025									
1006 0.10 150 R 51-1009 NA NA 1999 1006 0.07 250 R NA NA 1999 1006 0.17 480 R NA NA 1999	(1005)	0.07	120	R							NA			NA		06/24/2002
1006 0.10 150 R 51-1009 NA NA 1999 1006 0.07 250 R NA NA 1999 1006 0.17 480 R NA NA 1999	<u> </u>				To: From:		51-1008									
1006 0.10 150 R 51-1009 NA NA 1999 1006 0.07 250 R NA NA 1999 1006 0.17 480 R NA NA 1999	(1005)	0.07	170	R							NA			NA		06/24/2002
1006 0.10 150 R 51-1009 NA NA 1999 1006 0.07 250 R NA NA 1999 1006 0.17 480 R NA NA 1999		2.12			From:	201		20/	201		2 121					
1006 0.10 150 R 51-1009 NA NA 1999 1006 0.07 250 R NA NA 1999 1006 0.17 480 R NA NA 1999	(1005)	0.16	410	F		0%		υ%	υ%	С	0.104	F	0.5	410	F	2002
1006 0.10 150 R NA NA 1999 1006 0.07 250 R NA NA 1999 1006 0.17 480 R NA NA 1999									<u>_</u>							
(1006) 0.17 480 R NA NA 1999	(1006)	0.10	150	R	<u> </u>		31-1009				NA			NA		1999
(1006) 0.17 480 R NA NA 1999					Tar		51-1008									
(1006) 0.17 480 R NA NA 1999	(1006)	0.07	250	R	From:		21-1000				NA			NA		1999
(1006) 0.17 480 R NA NA 1999					To:		51-1007									
To: SR 3	(1006)	0.17	480	R	From:		2. 100/				NA			NA		1999
					To:		SR 3									

					Lan	caster Maintenar									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock				From:		51-1006		Ī							
(1007)	0.04	240	R			31-1000				NA			NA		06/24/2002
\bigcirc				To: From:		51-1005									
(1007)	0.12	570	F	99% To:	0%	1% 0% SR 200	0%	0%	С	0.11	F	0.523	570	F	2002
				From:		51-1009									
1008	0.10	90	R	<u> </u>		31-1009				NA			NA		1999
				To: From:		51-1006									
(1008)	0.03	120	R	Tax		51-1005				NA			NA		1999
1008	0.13	190	R	From:		31-1003				NA			NA		1999
1000				To:		SR 200									
				From:		Dead End									
(1009)	0.02	10	R							NA			NA		1999
				To: From:		51-1008		-							
1009	0.17	40	R	rioin.						NA			NA		1999
				To: From:		51-1006									
(1009)	0.03	170	R	Piolii.						NA			NA		1999
				To:		51-1005									
(1009)	0.13	240	R	From:						NA			NA		1999
				To:		SR 200									
_				From:		Dead End									
1010	0.25	230	R							NA			NA		1999
				To:		SR 3									
\bigcirc				From:		Dead End									
(1011)	0.10	60	R	To:		51.600		1		NA			NA		06/24/200
						51-608									
	0.07	500	_	From:	00/	51-1026	00/	00/	0	0.440	_	0.057	F20	_	2002
(1012)	0.07	520	F	99% To:	0%	1% 0% SR 3	0%	0%	С	0.113	F	0.657	530	F	2002
				From:											
(1013)	0.10	530	R			51-1026				NA			NA		1999
(1013)	0.10	000		To:		SR 3; SR 200				147.			147.		1000
				From:		51-608									
(1016)	0.11	330	R	<u> </u>		31 000				NA			NA		07/18/200
				To		51-1021									
(1016)	0.05	250	R	From:		31-1021				NA			NA		07/18/200
1010				To:	N	Northumberland Coun	ty Line								
				From:		Begin Loop									
(1018)	0.28	30	R							NA			NA		1999
				To:		End Loop									
(1018)	0.08	110	R	From:		End Ecop				NA			NA		1999
				To:		51-1031									
(1018)	0.08	170	R	From:		31-1031				NA			NA		1999
(1010)				To:		51 1022									
(1018)	0.08	290	R	From:		51-1032		ľ		NA			NA		1999
(1018)	0.00	200	11	, I						14/7			11/7		1000
	0.00	240	D	From:		51-1020				NI A			NIA		1000
(1018)	0.08	340	R	To:		SR 200				NA			NA		1999
				From:											
1010	0.10	700	R	. com.		51-1026				NA			NA		1999
1019	0.10	, 00	11	To:		Dead End				14/7			INA		1999
						Dead Ella									

Pouto	Longth	AADT	Ο^	4Tire	Rue	er Maintena Tr	uck		QC	Peak	QK	Dir	AAWDT	O\^/	Voor
Route	Length	AADI	ųА	411fe	Bus 2Ax	xle 3+Axle	e 1Trail	2Trail	ŲС	Hour	чĸ	Factor	AAWDI	Ų۷۷	Year
Town of Kilmarnock				From:		Dead End									
(1020)	80.0	40	R	_				-		NA			NA		1999
(1020)	0.06	20	R	From:		51-1018		-		NA			NA		1999
(1020)				To-		Dead End									
\bigcirc			_	From:		51-1016									
(1021)	0.04	140	R	To:		31-1029				NA			NA		1999
				From:		51-1029									
(1021)	0.07	150	R							NA			NA		1999
	0.06	30	R	From:		51-1027				NA			NA		1999
1021	0.00	30	K	To:		Dead End				INA			INA		1999
				From:		51-1002									
(1022)	0.12	46	R							NA			NA		1999
				To:		Dead End									
4000	0.13	150	R	From:		51-1002				NA			NA		1999
1023	0.10	100		To:		51-608				14/-1			IVA		1000
_				From:		SR 200									
1024	0.13	1900	R							NA			NA		07/08/2002
				From:		51-1035		-							
1024	0.26	2000	R	To:		Dead End		1		NA			NA		07/08/200
				From:		51-1005		1							
(1025)	0.13	20	R	<u> </u>		31-1003				NA			NA		1999
				To:		SR 200									
\bigcirc	2.22		_	From:		SR 200									00/04/000
(1026)	0.26	5500	R	_						NA			NA		06/24/2002
(1000)	0.34	4300	F	From: 98%	0% 29	51-1012 % 0%	0%	0%	С	0.09	F	0.568	4300	F	2002
1026	0.01	.000		To	070 27	SR 3	070	7,0		0.00		0.000	1000		2002
				From:		51-1028									
(1027)	0.07	70	R	To:		51 1001				NA			NA		1999
				To: From:		51-1021 51-1029									
(1028)	0.05	110	R			31-1029				NA			NA		1999
				To:		51-1027									
1028	0.05	30	R	From:						NA			NA		1999
				To:		Dead End									
\bigcirc	0.04	460	_	From:		51-608				NIA			NIA		1000
(1029)	0.04	160	R							NA			NA		1999
(1029)	0.09	70	R	From:		51-1028				NA			NA		1999
1029				To:		51-1021									
				From:		Dead End									
1030	0.22	100	R							NA			NA		1999
	2.22	040		To: From:		51-1033		-		NI A			A.1.4		4000
1030	0.06	210	R	To		SR 200				NA			NA		1999
				From:		Cul-de-Sac		! 							
(1031)	0.07	40	R	<u> </u>		Sui de-Bde		Į.		NA			NA		1999
				To: From:	0.07	7 ME Cul-de-	-Sac								
1031)	0.05	60	R							NA			NA		1999
				To-		51-1018									

					Lan	caster Mai			1							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock				From:												
(1032)	0.03	80	R			Deac	l End				NA			NA		07/08/2002
\bigcirc	0.06	440		To: From:		0.03 ME	Dead En	d			NΙΔ			NIA		07/09/2002
(1032)	0.06	110	R	To		51-1	1018				NA			NA		07/08/2002
1032	0.05	60	R	From:		31-1	1016				NA			NA		07/08/2002
	0.02	10	R	From:		0.05 ME	51-1018		ŀ		NA			NA		07/08/2002
(1032)	0.02	10	K	To:		Dead	l End				INA			INA		07708/2002
	0.03	30	R	From:		Cul-d	le-Sac				NA			NA		07/18/2002
(1033)	0.03	30	K	To		0.03 MN (Cul-de-Sa	ac.	1.		INA			INA		0771072002
(1033)	0.07	60	R	From:		0.03 1411 4	our de si	ac			NA			NA		07/18/2002
	0.02	4	R	From:		51-1	1030		-		NA			NA		07/18/2002
(1033)	0.02	4	ĸ	To:		Dead	l End				INA			NA .		07/16/2002
Lancaster County				From:		D	15 1		1							
(1034)	0.15	120	R	rioin.		Deac	l End				NA			NA		1999
				To:		SF	R 3									
Town of Kilmarnock				From:		SF	R 3									
1035	0.22	1800	R	To:		51 1	1024				NA			NA		07/08/2002
Lancaster County						31-1	1024									
	0.41	1100	F	97%	0%	SF 2%	0%	0%	0%	С	0.108	F	0.654	1100	F	2002
(1036)	0.41	1100	Г	To	076	270		076	0%		0.100	Г	0.004	1100		2002
(1036)	0.62	1200	F	97%	0%	2%	0%	0%	0%	F	0.108	F	0.653	1200	F	2002
				To:		SCL Kil	marnock									
Town of Kilmarnock				From:		SCL Kil										
(1036)	0.80	3000	F	97% To:	0%	2% SR	0% 200	0%	0%	F	0.104	F	0.569	3000	F	2002
Lancaster County																
(1037)	0.26	100	R	From:		51-	651				NA			NA		07/16/2002
(1037)				To:		Cul-d	le-Sac									
	0.25	70	R	From:		51-	650				NA			NA		07/16/2002
1038	0.23	70	K	To:		Deac	l End				INA			INA		0771072002
$\overline{}$			_	From:		Cul-d	le-Sac									
(1039)	0.33	80	R	To:		51-	644				NA			NA		07/10/2002
Town of Kilmarnock																
(1040)	0.03	20	R	From:		Cul-d	le-Sac				NA			NA		07/24/2002
				To: From:		51-1	1044		}-							
1040	0.25	700	R	To:		çı	23				NA			NA		07/24/2002
				From:			1036		<u>_</u>							
(1041)	0.39	840	R								NA			NA		07/18/2002
				To: From:			l End									
1042	0.06	40	R	r tom.		Cul-d	le-Sac				NA			NA		07/24/2002
\bigcup				To		SF	23									

					Lancaster Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock				-								
(1043)	0.12	700	R	From:	SR 3	J	NA			NA		07/24/2002
(1043)	···-			To-	Cul-de-Sac	1						
				From:	Cul-de-Sac							
(1044)	0.09	46	R				NA			NA		07/24/200
\bigcirc				From:	51-1045	}						
(1044)	0.22	100	R			=	NA			NA		07/24/200
$\overline{}$	0.07	130	R	From:	51-1046		NA			NA		07/24/200
(1044)	0.07	130	K	. —		7	INA			INA		077247200
(1044)	0.08	330	R	From:	51-1045		NA			NA		07/24/200
(1044)	0.00	000		To:	51-1040	1	147 (1471		0112-11200
				From:	51-1044							
(1045)	0.18	160	R				NA			NA		07/24/200
				To:	51-1044							
	0.05	20	_	From:	Cul-de-Sac		N1.0			NIA		07/04/000
(1046)	0.05	20	R	To:	51-1044	1	NA			NA		07/24/200
Lancaster County				!	31.10	ı						
Cancaster County				From:	Cul-de-Sac							
(1048)	0.43	390	R	. —		7	NA			NA		07/01/200
				To:	51-607							
	0.11	70	R	From:	SR 354		NA			NA		06/19/200
1050	0.11	70	IX.	To:	51-1051	1	INA			INA		00/19/200
				From:	Cul-de-Sac							
(1051)	0.43	40	R			-	NA			NA		06/19/200
				To:	51-1050							
\bigcirc				From:	51-00650(B)/							
(1055)	0.08	NA		To:	51-01056(B)/	7	NA			NA		
				From:	Cul-de-Sac/							
(1056)	0.17	NA		<u> </u>	Cui-de-Sac/	_!	NA			NA		
				To:	Cul-de-Sac/]						
				From:	51-665							
(1070)	1.11	350	R				NA			NA		06/19/2002
<u> </u>				From:	51-1071 NORTH	}						
(1070)	0.32	100	R	To:	51 1071 COUTH	7	NA			NA		06/19/2002
				From:	51-1071 SOUTH 51-1070							
(1071)	0.38	60	R		31-10/0	_	NA			NA		06/19/2002
1071)				To:	51-1070							
				From:	51-1070							
(1072)	0.31	120	R			-	NA			NA		06/19/2002
				To:	Dead End							
1075	1.35	160	R	From:	51-613	J	NA			NA		07/18/2002
(1075)	1.00	100	IX.	To:	Cul-de-Sac	1	14/7			1.1/-7		0111012002
				From:	51-1075	Ì						
(1076)	0.41	50	R			_	NA			NA		07/18/2002
				To:	Cul-de-Sac							
\bigcirc			_	From:	51-647							0=11:5:::
(1080)	0.31	130	R	To:	Cul de C	7	NA			NA		07/16/2002
				10.	Cul-de-Sac	I						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\circ	QK Dir AAWDT C)W Year
Lancaster County				From:	51-1080			
1081	0.15	100	R	<u> </u>	31-1000	NA	NA	1999
_				To: From:	51-1082			
(1081)	0.03	40	R	To	D. 15.1	NA	NA	1999
				From:	Dead End 51-1081			
1082	0.18	60	R		31-1061	NA	NA	1999
				To	Dead End			
$\overline{}$	0.50	400	_	From:	Cul-de-Sac			1000
1090	0.50	120	R	To:	51-767	NA	NA	1999
				From:	Cul-de-Sac			
1092	0.20	60	R			NA	NA	1999
				To:	51-1090			
	0.11	20	R	From:	Cul-de-Sac	NA	NA	1999
1093	0.11			To:	51-1090	11/7	INA	1999
				From:	51-1102 WEST			
1101)	0.08	110	R			NA	NA	1999
				To: From:	51-1103			
1101)	0.23	150	R			NA	NA	1999
(1101)	0.23	290	R	From:	51-1102 EAST	NA	NA	1999
	0.23	290	K	To	51-742	INA	IVA	1999
				From:	Dead End			
102	0.05	6	R			NA	NA	1999
				To: From:	51-1104			
1102	0.23	40	R			NA	NA	1999
	0.07	90	R	From:	51-1101 WEST	NA	NA	1999
1102	0.07	30	K	To:	51 1107	INA	IVA	1999
1102	0.15	80	R	From:	51-1107	NA	NA	1999
				To:	51-1106			
1102)	0.08	80	R	From:		NA	NA	1999
				To: From:	51-1103			
1102	0.23	130	R			NA	NA	1999
	0.04			From:	51-1101 EAST	NIA	NIA	4000
1102	0.04	2	R	To:	Dead End	NA	NA	1999
				From:	51-1102			
(1103)	0.14	40	R			NA	NA	1999
$\overline{}$				To:	51-1101			
1104	0.07	8	R	From:	51-1105	NA	NA	1999
	3.07			To	51-1102	101	1.0.3	
				From:	Dead End			
1105	0.07	6	R			NA	NA	1999
	0.00			From:	51-1104	A I A	AIA	4000
1105	0.03	2	R	To	Dead End	NA	NA	1999
				From:	Dead End			
1106	0.06	2	R			NA	NA	1999
				To:	51-1102			

					Lancaster Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTruck-2Axle 3+Axle 1Trail 2Trail	()(:	(.)K	Dir Factor	AAWDT	QW	Year
Lancaster County				From:	Dead End	1					
(1107)	0.05	2	R	<u> </u>	Dead End	J NA			NA		1999
				To-	51-1102						
				From:	Cul-de-Sac]					
1114	0.33	80	R			NA T			NA		1999
				To:	SR 3						
	0.13	80	R	From:	SR 3	J NA			NA		07/22/200
1115)	0.10	00	1	To:	Cul-de-Sac]			IVA		011221200
				From:	SR 3						
1116	0.14	60	R			NA			NA		1999
\bigcirc				To:	Cul-de-Sac						
Town of White Stone				From:	0.11.0						
1200)	0.10	50	R	110111.	Cul-de-Sac	J NA			NA		07/08/200
1200)	0.10	00		To:	51-1201]			14/1		01100/200
				From:	51-639						
1201)	0.06	160	R			NA			NA		07/08/200
				To: From:	51-1202]					
1201)	0.06	80	R			NA			NA		07/08/200
				To:	51-1200	<u> </u>					
\bigcirc	0.40		_	From:	Dead End]					07/00/00/
(1202)	0.10	70	R	To:	51-1201	NA 1			NA		07/08/200
				From:	Dead End	<u> </u>					
1203	0.04	6	R	<u> </u>	Dead End	J NA			NA		07/08/200
				To:	51-639	1					
				From:	51-638; 51-652						
1204	0.37	70	R			NA			NA		07/08/200
				To:	Dead End						
	0.00	50	R	From:	Cul-de-Sac	NIA				07/09/200	
1206	0.09			To:	51-638	NA T	NA		NA		07/08/200
				From:	51-652	<u> </u>					
1208	0.16	40	R		31 03 <u>2</u>	NA			NA		07/08/200
				To:	Cul-de-Sac						
Lancaster County											
	0.22	40	R	From:	51-695	J NA			NA		07/08/200
1210	0.33	40	ĸ	To:	Cul-de-Sac	INA			INA		01/00/200
				From:	51-643						
1211)	0.35	150	R	<u> </u>		NA			NA		07/10/200
				To-	Cul-de-Sac						
				From:	51-1211]					
1212	0.14	40	R	т —	611.6	NA			NA	(07/10/2002
				To:	Cul-de-Sac	<u> </u>					
	0.14	60	R	From:	Dead End	J NA			NA		07/10/200
1215)	0.14	OU	ĸ	To:	FR-689]			INA		011101200
Town of Irvington						-					
				From:	Dead End						
1301)	0.05	20	R			NA			NA		07/22/200
				To:	51-768	<u> </u>					
$\overline{}$	0.05	20	_	From:	Dead End		_	_	NIA	_	07/22/22
1302	0.05	20	R	To-	51-768	NA T			NA		07/22/200
					01.700	1					

						Tr	uck			Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Town of Irvington				From:				-							
	0.10	30	R	FIOIII.		51-768				NA			NA		07/22/2002
1303	0.10	30	K	To:		Dead End				INA			INA		0112212002
				From:				<u>l</u>							
	0.34	100	R	r roin.		SR 200				NA			NA		07/22/2002
(1304)	0.54	100	1	To:		Cul-de-Sac				INA			INA		0112212002
T exzu						cui de sue									
Town of Kilmarnock				From:		Dead End									
(9221)	0.02	70	R			Doud End				NA			NA		1999
0221)				To:		51-1026						, .		. 500	
Lancaster County															
Lancaster County				From:		51-614									
(9701)	0.11	30	R							NA			NA		07/11/2002
				To:		Mantua Int Scho	ool								
				From:		51-615 East		Ī							
603	0.04	NA								NA			NA		
GR C				To:		Northumberland Co	Line								
				From:		SR 200									
607	0.04	770	F	98%	0%	2% 0%	0%	0%	F	0.086	F	0.507	770	F	2002
66.				To:	1	Northumberland Cour	nty Line								
Town of Kilmarnock															
-				From:		SR 200 Lancaster	Су								
1005	0.05	440	R							NA			NA		1999
000				To:		66-1016									
1005	0.14	40	R	From:						NA			NA		1999
.66				To:		Dead End									
				From:		SR 200 Lancaster	·Cv								
1014	0.06	80	R				- /			NA			NA		1999
166				To:		66-1015									
				From:		66-1017									
(1015)	0.07	40	R			00 1017				NA			NA		1999
1015				To:		66-1014									
				From:		Lancaster County	I ine	i							
(1016)	0.14	580	R	<u> </u>		Lancaster County	LIIIC			NA			NA		1999
1016	J. 7 1			To:		66-1005									.000
				From:		SR 200 Lancaster	·Cv								
(1017)	0.06	60	R			SK 200 Lancaster	Су			NA			NA		04/03/2002
1017	0.00	50	1	To:		66-1015		1		14/7			1 1/-1		J-1 001 2002
						00-1013									