2001

Virginia Department of Transportation Daily Traffic Volumes Including Vehicle Classification Estimates Where available

Jurisdiction Report 51

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

Virginia Department of Transportation Traffic Engineering 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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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 Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30^{th} highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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 Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye 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.

					Lancas	ster Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	QW	Year
					240	2Axle	3+Axle	1Trail	2Trail	40	Hour	٠.٠		Δ	
Lancaster County				From:	R	ichmond Co	ounty Line								
3	5.30	2000	G	89%	1%	3%	4%	4%	0%	С	170	G	2000	G	2001
(3)	3.48	4900	G	89%	1%	SR 201 I 3%	4%	4%	0%	F	410	G	4900	G	2001
	4.26	6900	G	From: 89%	10/	E 51-6	4%	4%		F	660	G	6000		2004
3)	4.36	6800	G	To	1%	51-60		4%	0%	F	660	G	6900	G	2001
3	0.34	8600	G	89% To:	1%	3%	4%	4%	0%	F	760	G	8600	G	2001
Town of Kilmarnock						NCL Kilm	arnock								
	1.63	9600	N	From: 89%	1%	NCL Kilm	arnock 4%	4%	0%	N	760	N	8600	N	2001
3	1.03	8600	N	09%	170	SR 200 V		4%		IN	760	IN	8600	IN	2001
3	0.09	12000	G	95%	1%	2%	1%	1%	0%	F	1100	G	12000	G	2001
3	0.62	8100	G	From: 95%	1%	SR 200 I	M Int 1%	1%	0%	F	720	G	8100	G	2001
3	0.02	0100		To:	170	SCL Kilm		170		•	, 20		0.100		2001
Lancaster County				_					•						
3)	1.82	8100	N	95%	1%	SCL Kilm 2%	arnock 1%	1%	0%	N	720	N	8100	N	2001
$\frac{\circ}{\circ}$				From:		51-64			<u> </u>						
3	1.67	8300	G	95% To:	1%	2% NCL Whit	1% e Stone	1%	O%	С	750	G	8400	G	2001
Town of White Stone				ı											
	0.00			From:	40/	NCL Whit		40/			750		0.400		0004
3	0.39	8300	N	95%	1%	2%	1%	1%	0%	N	750	N	8400	N	2001
3)	0.46	6100	G	From: 95%	1%	SR 200	E Int 1%	1%	0%	F	550	G	6100	G	2001
<u> </u>				To:		SCL White									
Lancaster County				From:											
(3)	1.09	6100	N	95%	1%	SCL White	e Stone 1%	1%	0%	N	550	N	6100	N	2001
				To:	N	Aiddlesex Co	ouny Line								
Town of White Stone				From:		CD 2 WH.:	G:		_						
200)	0.34	3400	N	94%	1%	SR 3 White	e Stone 1%	1%	0%	N	310	N	3400	N	2001
				To:		WCL Whit	e Stone								
Lancaster County				From:		WCL Whit	e Stone		1						
200	0.82	3400	N	94%	1%	3%	1%	1%	0%	Ν	310	Ν	3400	Ν	2001
				To:		ECL Irvi	ngton								
Town of Irvington				From:		ECL Irvi	ngton								
200	1.68	3400	N	94% To:	1%	3%	1%	1%	0%	N	310	N	3400	N	2001
Lancaster County						NCL Irvi									
	2.77	3400	G	94%	1%	NCL Irvi	ngton 1%	1%	0%	F	310	G	3400	G	2001
200)	,,	J-100		To:	. 70	SCL Kilm		1 / 0		•	3.0		3.00		_001
Town of Kilmarnock				From:		SCL Kilm	arnoals								
200	0.82	3400	N	94%	1%	3%	1%	1%	0%	N	310	N	3400	N	2001
	0.09	12000	G	To: From: 95%	1%	S SR 2%	3 1%	1%	0%	F	1100	G	12000	G	2001
200)(3)	0.00	12000		To	1 /0	N SR		1 /0	¬	'	1100		12000		2001
200)	1.10	4100	G	96%	0%	2%	0%	2%	0%	F	350	G	4200	G	2001
				To:		NCL Kilm	arnock								

					Lancas	ster Mainte					Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Lancaster County															
	4.40	4400		From:	00/	NCL Kilma		00/			050		4000		0004
200	1.43	4100	N	96% To:	0%	2% humberland	0%	2%	0%	N	350	N	4200	N	2001
				From:		R 354 White		ic .	1						
201	3.22	2400	G	93%	<u>s</u> 1%	5%	1%	1%	0%	F	220	G	2400	G	2001
201)	0.22			To:	. , ,	SR 3 Liv		. , ,	٦ ً	•					
				From:		SR 3 Liv	ely								
201)	2.74	560	G	93%	1%	5%	1%	1%	0%	F	60	G	560	G	2001
				To: From:		SR 201									
201)	3.29	1100	G	93%	1%	5%	1%	1%	0%	F	110	G	1100	G	2001
				To:	Nort	humberland (County Lir	ne							
Wye 201				From:		SR 20			J						
201)	0.11	420	G	94% To:	1%	3%	1%	1%	0%	F	47	G	430	G	2001
<u> </u>						51-600									
	4.47	0400	_	From:	00/	End Roi		00/		_	000	_	0000	_	0004
222)	4.17	2100	G	97% To:	0%	2%	0%	0%	0%	F	200	G	2200	G	2001
						SR 20									
054	3.64	1400	G	92%	1%	End of Ro	oute 1%	1%	0%	F	140	G	1500	G	2001
354	3.04	1400	G	92 /0	1 /0			1 /0	U /0		140	G	1300	G	2001
	0.00		_	From:	40/	51-604		40/			000	_	0000	_	0004
354)	3.62	2600	G	92%	1%	5%	1%	1%	0%	F	230	G	2600	G	2001
				From:		SR 20			<u> </u>						
354)	4.10	760	G	92%	1%	5%	1%	1%	0%	F	70	G	760	G	2001
<u> </u>				To: From:		51-622	2]						
354)	2.17	750	G	92%	1%	5%	1%	1%	0%	F	70	G	760	G	2001
				To:		SR 3									
			_	From:	40/	SR 3				_				_	
600	1.68	1100	G	95%	1%	2%	0%	2%	0%	С	110	G	1100	G	2001
				From:		Y SR 2]						
600	0.07	660	G	95%	1%	2%	0%	2%	0%	F	60	G	660	G	2001
				To: From:		SR 20 SR 201 W			+						
600	2.10	430	R	<u> </u>		51C 201 W	LUI				NA		NA		1994
000				To:		51 (1)	7		_						
600)	2.27	490	G	From: 95%	1%	51-61 ²	0%	2%	0%	F	48	G	500	G	2001
800)				To:		humberland (٦ ً	•					_00.
				From:		51-602									
601)	0.10	20	R			31 002			_		NA		NA		1999
001)				To:	Nort	humberland (County Lir	ne							
				From:		SR 3									
602	2.92	8	R						_		NA		NA		1999
				To:		51-600 SO									
	0.00	450	_	From:	20/	51-600		20/		_	20	_	450	0	2004
602	0.96	150	G	93%	3%	2%	1%	2%	0%	F	20	G	150	G	2001
$\overline{}$				From:		51-60									
602	1.07	160	G	93%	2%	2%	1%	2%	0 %	С	20	G	160	G	2001
				To:		SR 20			1						
	1.00	00	_	From:		51-732	2				NIA		NI A		1000
603	1.20	90	R	To:	NT -	rthumberlan	d Co Line		7		NA		NA		1999
					INC	ишпрепап	u Co Line								
Northumberland County				From:	No	rthumberlan	d Co Lina		1						
603)	0.01	NA			110	- arumoeriali	a CO LINE		_		NA		NA		
				To:		51-615 W	Vest		L						
									_						

					Lancas	ster Maint									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lancaster County									211011						
(604)	1.86	490	R	From:		SR 35	i4				NA		NA		1994
00.7				To:		ead End Ga									
(604)	1.77	200	R			Gap Terminus	s Dead E				NA		NA		1994
				To: From:		51-611 NO	ORTH								
604)	3.05	1200	G	95%	0%	2%	2%	0%	0%	С	120	G	1300	G	2001
	2.40	400	_	From:		SR 3 EA	AST				NIA		NIA		1001
604)	3.40	160	R	To:		51-61	5		1		NA		NA		1994
				From:		SR 3									
605)	1.90	960	G	94% To:	1%	2%	2%	1%	0%	С	100	G	970	G	2001
				From:		51-61 Dead E			1						
606)	0.82	20	R			Dead L	ли		-		NA		NA		1999
				To:	66-679 N	Northumberla	and County	Line							
607)	0.20	390	R	From:		Dead E	and				NA		NA		1994
007)	0.20			To		SR 3	<u> </u>								1001
(607)	1.89	1100	R	From:		SIC 3	'		_		NA		NA		1994
				To:		SR 20	00								
Town of Kilmarnock				From:		51-102	26								
608	0.11	800	R	-							NA		NA		1994
				From:		SR 3									
608)	0.16	1300	G	94%	0%	3%	0%	3%	0%	С	110	G	1300	G	2001
608)	0.05	1100	G	From: 94%	0%	51-100 3%	0%	3%	0%	F	100	G	1100	G	2001
<u> </u>				To:		51-101			¬						
608)	0.27	820	G	94%	0%	3%	0%	3%	0%	F	90	G	820	G	2001
				From:		51-101	11]						
608)	0.10	650	R	To:		CL Kilma	rnock		1		NA		NA		1994
Lancaster County				<u> </u>		CL Kiiiia	Inock								
	4.00	050		From:		CL Kilma	rnock				NIA		NIA		1001
608	1.08	650	N	To:		Dead E	and		1		NA		NA		1994
				From:		Dead E									
609)	1.00	100	R	To:					_		NA		NA		1999
				From:		51-60 Dead E									
(610)	0.30	110	R			Dead E	ina				NA		NA		1999
				To: From:		51-73	0								
(610)	1.00	350	R			51.60	4		_		NA		NA		1999
				To: From:		51-60			1						
611)	1.70	80	R			Dead E	ina		_		NA		NA		1999
				To: From:		51-604 SC									
(611)	0.30	360	R	<u> </u>		51-604 NO	жіП				NA		NA		1999
				To: From:		51-66	7								
611)	1.58	160	R	т.					_		NA		NA		1999
				To: From:		Dead E			1						
612)	0.45	70	R	. 10111.		Dead E	and				NA		NA		1994
				To:		51-71	3								

					Lancast	ter Maint	tenance A	Area							
Route	Length	AADT	QA	4Tire	Bus	2Δvle	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lancaster County				From:				TTTGIII	I		rioui				
(612)	1.35	160	R	Troni.		51-71	13				NA		NA		1994
				To:		51-60)4								
\bigcirc	2.07	000	_	From:		Cul-de-	-Sac				NIA		NIA		1004
613)	2.07	290	R	To:		51-60)4				NA		NA		1994
				From:		51-60									
614)	2.97	320	R			51 00					NA		NA		1994
				To: From:		51-67	73]						
(614)	0.23	1400	R	To:		CD (7		NA		NA		1994
Northumberland County				10.		SR 3	3								
Northumberiand County				From:		SR 20									
(615)	0.20	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
				To:		Lancaster (Co Line								
Lancaster County				From:	Nor	thumberla	nd Co Line								
(615)	0.45	800	N	94%	1%	4%	1%	1%	0%	Ν	70	Ν	800	Ν	2001
				To:	Nor	thumberla	nd Co Line								
Northumberland County				From:		[amagatan (Co Lino		Ī						
(615)	0.07	800	N	94%	1%	Lancaster (1%	1%	0%	N	70	N	800	N	2001
019				To:		Lancaster (Co Line								
Lancaster County															
	0.51	900	N.	94%	Nor 1%	thumberlar 4%	nd Co Line 1%	1%	0%	N	70	N	800	N	2001
615)	0.51	800	N	94 70 To:			nd Co Line	1 70	7 0%	IN	70	IN	800	IN	2001
Northumberland County															
				From:		Lancaster (
(615)	0.26	800	N	94% To:	1%	4%	1%	1%	0%	N	70	N	800	N	2001
				10.		Lancaster (Co Line								
Lancaster County				From:	Nor	thumberla	nd Co Line								
(615)	0.20	800	N	94%	1%	4%	1%	1%	0%	Ν	70	Ν	800	Ν	2001
				To:	Nor	thumberla	nd Co Line								
Northumberland County				From:		Lancaster (Co Lino								
(615)	0.13	800	N	94%	1%	4%	1%	1%	0%	N	70	Ν	800	N	2001
019				To:		Lancaster (
Lancaster County															
	0.95	800	G	94%	1%	SR 20 4%	01 1%	1%	」 0%	С	70	G	800	G	2001
615)	0.95	800	G	94 70 To:		Lancaster (1 70	٦ 0%	C	70	G	800	G	2001
Northumberland County															
				From:		Lancaster (
(615)	0.02	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
$\overline{\bigcirc}$	0.05	400		From:	40/	66-60		40/	<u> </u>				400		0004
615)	0.05	460	N	94%	1%	3% Lancaster (0%	1%	0%	N	50	N	460	N	2001
T				<u> </u>		Lancaster	CO LIIIC								
Lancaster County				From:			County Lin								
615	3.34	460	G	94%	1%	3%	0%	1%	0%	F	50	G	460	G	2001
				From:		51-605 S0	OUTH]——						
615)	1.97	210	R	т					_		NA		NA		1994
				To:		SR 20			4						
616)	2.40	70	R	From:		SR 20	Ul				NA		NA		1994
010	2.40	, 0	Λ.	To:		51-60)4		7		INC		14/7		1004
						50									

					Lancas	ter Mainter					Б :				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			OTroil	QC	Design	QK	AAWDT	QW	Year
Lancaster County								ıııdlı	2Trail		Hour				
	4.05	500		From:	40/	SR 3; 51-6		40/]	0	45	0	500	_	0004
617)	1.25	530	G	91% To:	1%	3% 51-600	1%	4%	0%	С	45	G	530	G	2001
				From:		SR 354			1						
618	1.32	410	G	98%	1%	0%	0%	0%	0%	С	49	G	410	G	2001
0.0				To:		51-622 WE	ST								
	1.14	50	R	From:		51-622 EAS	ST				NA		NA		1994
618)	1.14	30	K	To:		SR 3			1		INA		INA		1334
				From:		Dead End	i								
619	0.10	20	R								NA		NA		1988
				To:		SR 3									
$\overline{}$	0.10			From:		Dead End	i								4000
620	0.10	40	R						_		NA		NA		1986
	0.00			From:		51-782			}		NIA		NIA		4000
620	0.90	70	R						_		NA		NA		1986
	0.00	240	В	From:	· <u></u>	51-794					NIA		NIA		1004
620	0.60	240	R	To:		SR 3			7		NA		NA		1994
				From:		51-622			+						
621)	0.60	190	R	<u> </u>		31-022					NA		NA		1999
021)				To:		Dead Enc	i		1						
				From:		Dead End	i								
622	0.20	410	R								NA		NA		1986
				To: From:		51-621			}—						
622	0.81	460	R								NA		NA		1986
				To: From:		51-623			}						
622	1.53	420	G	97%	1%	1%	0%	0%	0%	F	50	G	430	G	2001
				To: From:		51-742]						
622)	1.21	700	G	97%	1%	1%	1%	0%	0%	F	70	G	700	G	2001
				From:	101	SR 354	10/	221] 						2224
622	1.26	780	G	97%	1%	1%	1%	0%	0%	F	80	G	790	G	2001
	4.05			From:	40/	51-618 WE	ST	00/			400		000		0004
622	1.65	930	G	97% To:	1%	1% SR 3	1%	0%	0%	С	100	G	930	G	2001
				From:		51-622			1						
623)	0.73	90	R	<u> </u>		31-022					NA		NA		1999
				To		51-718									
623)	0.14	30	R	From:		31 710					NA		NA		1999
				To:		Dead End	i								
				From:		Dead End	i								
624	1.00	200	R								NA		NA		1994
				To: From:		51-774]						
624)	0.95	230	R	To:		CD 254 COL	TOTAL T		7		NA		NA		1994
				From:		SR 354 SOU SR 354 NOR									
624)	0.48	690	R								NA		NA		1994
				To:		51-665			1						
				From:		Dead Enc	i								
625	0.82	80	R								NA		NA		1986
		_		To: From:		51-689]						
625)	0.52	280	R	To:		GD 254 335	ITELY.		7		NA		NA		1994
				To: From:		SR 354 SOU SR 354 NOR			+						
625)	1.97	350	R			22.20.1101			_		NA		NA		1994
				To:		51-682									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lancaster County				From:		Dead End		1						
626)	0.90	46	R	Tion.		Dead End				NA		NA		1986
<u> </u>				To: From:		51-627								
626	0.31	130	R	To:		SR 354		1		NA		NA		1994
				From:		51-626								
627)	1.60	150	R							NA		NA		1994
				To:		SR 354								
628	0.18	30	R	From:		Dead End				NA		NA		1999
				To: From:		51-743								4000
628)	0.19	90	R	To:		51-627		7		NA		NA		1999
				From:		51-630								
629	1.31	430	R			31 030				NA		NA		1994
				To:		51-675								
	0.04	00	-	From:		Dead End				NI A		NIA		1000
630	0.01	20	R					_		NA		NA		1986
620	0.24	60	R	From:		51-733				NA		NA		1986
630	0.24			To:		51-704				1471		14/ (1000
630	0.39	300	R	From:		31-704				NA		NA		1986
				To: From:		51-791								
630	0.20	440	R					_		NA		NA		1988
	1.45	680	R	From:		51-694				NA		NA		1994
630	1.40	660	K	To		51.600		_		INA		INA		1994
630	0.20	1300	R	From:		51-629				NA		NA		1994
000				To:		SR 222; 51-646								
				From:		Dead End								
631)	0.30	220	R	To:		CD 222, 51 700		_		NA		NA		1999
				From:		SR 222; 51-708 Dead End		<u> </u>						
632)	0.81	60	R			Dead End				NA		NA		1988
				To: From:		0.81 ME Dead End		1						
(632)	0.40	60	R	From:						NA		NA		1986
				To: From:		SR 222								
632)	1.33	830	G	96%	0%	2% 0%	0%	0%	С	90	G	830	G	2001
				To:		Dead End								
Fown of Irvington				From:		Dead End								
633)	0.05	100	R							NA		NA		1999
				To: From:		51-657]						
(633)	0.10	390	R	To:		51.634		_		NA		NA		1994
				From:		51-634		_						
634)	0.20	200	R			Dead End		_		NA		NA		1986
	-			To		51-721		1						
634)	0.05	370	R	From:		01 /21		_		NA		NA		1986
_				To: From:		51-633								
634)	0.50	560	G	98%	0%	1% 0%	0%	0%	F	60	G	560	G	2001
	0 : 0	4=4=		From:	001	51-672	001	<u> </u>		400		4700		000
634)	0.46	1700	G	98%	0%	1% 0%	0%	0%	С	160	G	1700	G	2001

					Lancas	ter Main	tenance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Town of Irvington				From:		Dead l	End]						
635	0.19	530	R								NA		NA		1986
				To: From:		51-7	76]						
635	0.04	680	R								NA		NA		1986
				From:		51-63	36								
635)	0.19	990	R	To:		SR 2	00		7		NA		NA		1994
				From:		51-63									
636)	0.15	370	R	<u> </u>		31-0.	,,,		_		NA		NA		1999
				To		51-74	46		1						
636)	0.35	130	R	From:							NA		NA		1999
				To:		Dead l	End								
Lancaster County				From:		D 11			1						
627	0.50	180	R	rioni.		Dead 1	End		_		NA		NA		1994
(637)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		51.6	50								
(637)	1.35	550	R	From:		51-65	59				NA		NA		1994
(031)				To:		SR	3		1						
				From:		Dead l	End								
638)	0.77	120	R						_		NA		NA		1986
				To:	V	VCL WHIT	ESTONE								
Town of White Stone				From:	V	VCL WHIT	ESTONE								
(638)	0.50	240	R		•	VCE WIIII	ESTOILE		_		NA		NA		1986
				To:		51-65									
620	0.13	880	R	From:		51-652; 5	1-1204		_		NA		NA		1994
638)	0.10	000		To:		SR 3 W	EST		7		IVA		IVA		1554
Lancaster County				-											
				From:		CL White	Stone								
638)	0.87	NA		To:		Dead l	End		7		NA		NA		
				From:					+ -						
(639)	0.20	460	R			Dead l	Ena				NA		NA		1999
0000				To:		51-64	10								
(639)	0.29	430	R	From:		31-0-	+0		_		NA		NA		1994
				To:		CL White	Stone								
Town of White Stone															
	0.42	430	N	From:		CL White	Stone		_		NA		NA		1994
639)	0.42	430	IN						_		INA		INA		1334
(620)	0.39	650	G	From: 96%	0%	51-65 2 %	1%	1%	0%	С	60	G	650	G	2001
(639)	0.00			To:	0,0	51-69		. , ,	7				000		
Lancaster County															
	0.40	465	_	From:		51-63	39					_	N.1.A		4000
640	0.40	190	R	To:		Dead 1	End		7		NA		NA		1999
				From:		Dead 1			†						
(641)	0.25	60	R			Deau I	-nu		_		NA		NA		1986
				To:		51-70	00		—						
641)	1.90	570	R	From:		J12/(_		NA		NA		1994
				To: From:		51-69	95		1						
641)	0.20	120	R	From:		510	-		_		NA		NA		1994
				To:		51-64	12								

-					Lancaste	ei iviairite		ıck		_	Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Hour	QK	AAWDT	QW	Year
Town of White Stone				From:		51-695									
642	0.22	410	R			31-093			_		NA		NA		1994
				To:	(CL White S	tone								
Lancaster County				From:		CI White S	tono		1						
642	0.02	410	N		<u>'</u>	CL White S	tone		_		NA		NA		1994
<u></u>				To: From:		51-641			—						
(642)	1.20	390	R						_		NA		NA		1994
				To:		51-643									
640	2.30	640	G	93%	1%	51-646 4 %	1%	1%	0%	С	80	G	640	G	2001
643)	2.50	040	G	33 /0	1 70			1 /0	7	C	00	O	040	O	2001
643)	0.50	210	R	From:		51-644					NA		NA		1994
010				To:		Dead En	d								
				From:		51-643									
644)	0.02	180	R								NA		NA		1999
	0.50	00	R	From:		51-1039)				NA		NA		1999
644)	0.50	80	ĸ	To:		Dead En	d		7		INA		INA		1999
				From:		51-643									
(645)	0.04	350	R								NA		NA		1999
				To: From:		51-749]						
645	0.81	320	R	To:		D. I.E.	1		_		NA		NA		1999
				From:		Dead En									
646)	0.27	1900	G	97%	0%	SR 222; 51- 2%	0%	1%	0%	F	200	G	1900	G	2001
040				To:		51-709									
646)	0.69	2000	G	97%	0%	2%	0%	0%	0%	С	200	G	2100	G	2001
				To: From:		SR 200	ı]——						
646	2.20	1400	G	97%	0%	2%	0%	0%	0%	F	140	G	1400	G	2001
				To: From:		SR 3 NOR SR 3 SOU									
(646)	0.65	1300	G								140	G	1300	G	2001
				To: From:		51-643]						
646	0.84	610	G								60	G	610	G	2001
	0.00	400		From:		51-647 WI	EST				N10		NIA.		4004
646	0.63	400	R						_		NA		NA		1994
	0.51	60	R	From:		51-647 EA	ST				NA		NA		1986
646)	3.01			To:		Dead En	d				14/1		. 47 (
				From:		SR 3									
647)	1.40	490	R								NA		NA		1994
			_	To: From:		51-648									
647)	0.29	350	R	To:		51-646 WE	ST		7		NA		NA		1994
				From:		51-646 EA									
647)	0.20	130	R								NA		NA		1986
	0.00	400		From:		51-676					NI A		NI A		4000
(647)	0.33	100	R	_					_		NA		NA		1986
647	0.07	60	R	To: From:		51-745			_		NA		NA		1986
647)	0.07	90	ĸ	To:		Dead En	d		1		INA		INA		1900
				From:		51-647									
648)	0.07	80	R						_		NA		NA		1999
				To:		51-658	-								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Lancaster County				From:	51-658					
648)	0.75	160	R		31-030			NA	NA	1999
				To:	Dead End					
\bigcirc	0.40			From:	Dead End			NIA	NIA	4000
649	0.10	6	R	To:	51-1036	1		NA	NA	1999
				From:	SR 3					
650	0.96	730	R		SK 3	!		NA	NA	1994
				To: From:	51-795	-				
650	0.56	320	R	rioiii.				NA	NA	1986
				To: From:	51-1038					
650	0.14	500	R					NA	NA	1986
				To: From:	51-750					
650	0.13	220	R					NA	NA	1986
	0.04			From:	51-734]		N/A	NIA.	4000
650	0.64	80	R	To:	Dead End	7		NA	NA	1986
				From:	SR 3					
651)	0.87	300	R		SIN J	_		NA	NA	1999
				To	51-1037	T				
651)	0.02	50	R	From:	55 5557			NA	NA	1999
				To:	Dead End					
Own of White Stone				From:	51 600 51 1004	1				
652)	0.28	580	R	rioin.	51-638; 51-1204			NA	NA	1994
652)	0.20			To:	51-639					
Lancaster County										
_	4.50	70		From:	Dead End			NIA	NIA	4000
653	1.50	70	R	To:	SR 354	7		NA	NA	1999
				From:	51-637					
654)	0.90	200	R		51 637			NA	NA	1994
				To:	51-637					
\bigcirc				From:	51-625					
655	0.50	200	R			_		NA	NA	1994
	0.50	70		From:	51-693			NIA	NIA	4000
655)	0.59	70	R	To:	Dead End	1		NA	NA	1986
				From:	51-695					
656)	0.20	20	R		31-073			NA	NA	1999
				To:	51-695					
Town of Irvington				From:	D 1F '	ı				
(657)	0.11	200	R		Dead End			NA	NA	1999
				To:	51-633			•		
Lancaster County										
_	0.07	400		From:	51-647			NIA	NIA	1000
658	0.07	100	R	To:	51-648	1		NA	NA	1999
				From:	Dead End	1				
(659)	1.00	220	R		Doug End			NA	NA	1999
				To:	51-637					
\bigcirc				From:	SR 222 EAST					
660	0.23	70	R	To:	£1 714	1		NA	NA	1999
				10.	51-714					

Route	Length	AADT	QA	4Tire	BusTruck	()(Design	QK AAWDT QW	Year
	Longui	ו עתה	≪ ^	71110	2Axle 3+Axle 1Trail	2Trail	Hour	SEL TOURDE GIV	ıcaı
ancaster County				From:	51-714				
660	0.17	140	R			_ _	NA	NA	1999
				To: From:	SR 222 NORTH SR 222 SOUTH				
660)	0.30	47	R		SR 222 SOUTH		NA	NA	1999
000)				To:	Dead End				
				From:	51-695				
661)	0.20	20	R				NA	NA	1999
				To:	Dead End				
\sim			_	From:	Dead End				
662	0.21	180	R				NA	NA	1986
			_	To: From:	51-716				
662)	0.30	290	R	To:	GD 4441YGD SYY	7	NA	NA	1992
				From:	SR 354 NORTH SR 354 SOUTH				
362	0.60	80	R		22207222		NA	NA	1994
				To:	Dead End	1			
				From:	Dead End				
663	0.23	60	R				NA	NA	1999
				To: From:	51-765]			
663)	0.68	120	R				NA	NA	199
				To: From:	SR 354	—			
663)	0.04	48	R			<u> </u>	NA	NA	1999
				To:	Dead End				
$\widehat{}$				From:	Dead End				
664)	0.50	400	R			_	NA	NA	199
				To:	51-709				
	0.50	500	_	From:	Dead End		NIA	NIA	4000
665)	0.58	500	R			_	NA	NA	1999
	0.17	500		To: From:	51-712		NIA	NIA	4000
365)	0.17	590	R			_	NA	NA	1999
$\overline{}$	0.77	400	_	From:	51-624		NIA	NIA	4000
365)	0.77	160	R	To:	Dead End	7	NA	NA	1999
				From:					
666)	0.81	80	R	rioin.	SR 222		NA	NA	199
000	0.01	00	1	To:	SR 222	7	1473	14/1	100
-				From:	Cul-de-Sac				
667)	0.10	20	R			_	NA	NA	1986
				To	0.10 ME Cul-de-Sac				
667)	0.46	100	R	From:	0.10 MIL Cui de Sue		NA	NA	1994
				To:	0.56 ME Cul-de-Sac	1			
667)	0.80	70	R	From:	0.50 ME out the but	_	NA	NA	1986
30.)				To:	51-611				
				From:	51-625				
668	0.44	130	R				NA	NA	1999
				To: From:	51-760				
668	0.28	30	R			_	NA	NA	1999
				To:	Dead End				
				From:	51-614				
669	0.45	30	R			_	NA	NA	1994
				To:	Dead End				
				From:	Dead End			NA	1999
670	0.97	110	R				NA		

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1994

					Lancasi	ter Maint	tenance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
				•		2Axle	3+Axle	1Trail	2Trail	~-	Hour				
Lancaster County				From:		SR 35	54								
682)	1.53	230	R								NA		NA		1994
	0.33	220		To: From:		51-62	25				NA		NΙΛ		1006
682	0.33	220	R						_		INA		NA		1986
	0.25	90	R	From:		51-72	22				NA		NA		1986
682	0.20			To		51-74	10		_						
682	0.12	20	R	From:		31-7-	t U		_		NA		NA		1986
				To:		Dead I	End								
\bigcirc	0.00			From:		Dead I	∃nd				NIA		NIA		4000
683	0.90	80	R	To:		SR 35	54		7		NA		NA		1999
				From:		Dead I									
684)	0.30	70	R	<u> </u>		Dead I	Jild .				NA		NA		1999
				To:		51-60)4								
\bigcirc	0.00	446	_	From:		51-61	15				NIA		N 1 A		400 :
685	0.39	140	R	To:		Dead I	∃nd		1		NA		NA		1994
				From:		SR 3									
686	0.04	10	R			510					NA		NA		1999
				To:		SR 3	3								
\bigcirc	0.24	470	_	From:		Dead I	End				NIA		NIA		1000
687)	0.34	170	R	. —					_		NA		NA		1999
	0.36	210	R	From:		51-71	10				NA		NA		1999
687)	0.00	210		To:		SR 20	00		_		1471		1471		1000
				From:		51-67	75								
688	0.35	1800	R								NA		NA		1999
				To: From:		51-76	57								
688	0.18	1800	R	To:	W	CL VII M	ADMOCK		_		NA		NA		1999
					W	CL KILM <i>i</i>	ARNOCK								
Fown of Kilmarnock				From:	W	CL KILM	ARNOCK								
(688)	0.49	1800	R								NA		NA		1999
				To: From:		51-10	42		_						
(688)	0.06	70	R	To:		SR 3	2		_		NA		NA		1994
						SK.	<u> </u>								
Lancaster County				From:		Dead I	End								
(689)	0.45	60	R	т					_		NA		NA		1999
				To: From:		51-62			1						
(690)	0.70	60	R	. rom.		51-62	22				NA		NA		1999
030)			• •	To:		Dead I	∃nd								
\sim				From:		Dead I	End								
691)	0.12	40	R								NA		NA		1999
				To: From:		51-72	25						N14		4000
691)	0.17	200	R	To:		51-63	12		1		NA		NA		1999
				From:		Dead I			<u> </u>						
(692)	0.70	30	R	<u> </u>		Deau I	-1IQ				NA		NA		1999
				To: From:		51-76	54		—						
692)	0.02	30	R						<u>-</u>		NA		NA		1999
\sim				To:		SR 35	54								

					Lancast	ter Mainte	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	QW	Year
	_5//9///		٠.	0	_00	2Axle	3+Axle	1Trail	2Trail	~0	Hour	٠,٠		~	. 001
Lancaster County				From:		51-65	5								
(693)	0.46	70	R								NA		NA		1999
				To:		Dead E									
	0.50	100	R	From:		Dead E	nd				NA		NA		1994
694)	0.00	100		To:		51-63	0		1		1471		147.		1004
Town of White Stone															
	0.20	2200	G	From:	00/	SR 3 SR 2%	200 1%	1%	0%	С	200	_	2200	_	2004
695)	0.20	3200	G	97%	0%			170	U% —	C	290	G	3300	G	2001
(695)	0.42	2500	G	From: 97%	0%	51-639 1%	9 1%	1%	0%	F	210	G	2500	G	2001
(093)	···-			To:		CL WHITE		.,,		•					
Lancaster County															
	2.42	4700	•	From:		CL WHITE		10/	00/	_	150	_	1700	_	2004
(695)	2.42	1700	G	97%	0%	2%	1%	1%	0%	F	150	G	1700	G	2001
(COE)	1.98	1000	G	From: 97%	0%	51-66 1%	1 1%	1%	0%	F	90	G	1000	G	2001
695)	1.30	1000	G	J1 /0	U /0			1 /0	70	'	90	J	1000	J	200 I
695)	2.67	680	G	From: 97%	0%	51-74 1%	1 1%	1%	0%	F	70	G	680	G	2001
695)				To:	•	Dead E			<u> </u>	-					
_				From:		51-61:	5								
(696)	0.22	60	R						_		NA		NA		1994
				To:		Dead E									
	0.35	20	R	From:		51-65	5				NA		NA		1994
697)	0.55	20	IX.	To:		Dead E	nd		1		INA		IVA		1334
Town of White Stone															
				From:		51-73:	5								4000
698)	0.09	300	R	To:		SR 20	0		7		NA		NA		1999
				<u> </u>		SK 20	0		ı						
Lancaster County				From:		51-67	5								
(699)	0.25	110	R	_					_		NA		NA		1999
				To:		Dead E									
500	0.70	140	R	From:		Dead E	nd				NA		NA		1999
700	0.70	170		To:		51-64	1		1		17/-1		13/7		
				From:		Dead E			l						
701)	0.30	40	R								NA		NA		1999
				To:		SR 354; 5									
\bigcirc	0.05	N/A		From:		SR 3					N/A		NIA		
702)	0.25	NA		To:		SR 3			1		NA		NA		
				From:		Dead E			l						
703)	0.16	20	R			Doud D	****				NA		NA		1999
				To:		51-64	3								
\bigcirc	6.10			From:		Dead E	nd								400-
704)	0.10	70	R	To:		51-63	0		_		NA		NA		1999
				From:					1						
705)	0.31	30	R			51-62	J				NA		NA		1994
				To:		Dead E	nd								
				From:		Dead E	nd								
706)	0.30	70	R						_		NA		NA		1999
				To:		SR 35	4								

					Lancas	ster Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Design Hour	QK	AAWDT	QW	Year
Lancaster County				From:		Dead En	vd.								
707)	0.13	20	R	<u> </u>		Dead En	IQ .		_		NA		NA		1994
				To:		51-674									
<u> </u>	0.27	70	R	From:		Dead En	nd				NA		NA		1999
708	0.21	70	K	To:		SR 222; 51-	-631		7		INA		INA		1998
				From:		SR 222									
709	0.76	380	G	97%	1%	2%	0%	0%	0%	С	40	G	390	G	2001
				From:	101	51-664		201] <u> </u>						
709	0.20	1300	G	97% To:	1%	2% 51-646	0%	0%	0%	F	140	G	1300	G	200
				From:		SR 200			1						
710)	0.30	170	R						<u>-</u>		NA		NA		1999
				To:		51-687									
₩	0.50	60	R	From:		Dead En	nd				NA		NA		1999
711)	0.50	60	K	To		0.50 ME D	J.F., J				INA		INA		1993
711)	0.05	90	R	From:		0.50 ME Dea	ad End				NA		NA		1986
				To:		SR 354	ļ								
$\overline{}$			_	From:		Dead En	nd								
712	0.20	60	R	To:		51-665	:		7		NA		NA		1999
				From:		51-612									
713)	0.20	20	R	<u> </u>		31 012	<u>'</u>		_		NA		NA		1994
				To		Dead En	nd								
	0.20	60	_	From:		51-660)				NA		NA		1999
714)	0.20	60	R	To:		Dead En	nd		7		INA		INA		199
Cown of Irvington				<u> </u>											
	0.00	420	,	From:		51-634					NIA		NIA		4000
715)	0.09	130	R						_		NA		NA		1999
715)	0.10	230	R	From:		51-768					NA		NA		1999
713)				To:		Dead En	nd								
ancaster County									_						
716)	0.25	70	R	From:		Dead En	nd				NA		NA		1999
710)	0.20			To:		51-662	ļ]						
				From:		SR 354; 51-	-701								
717)	0.19	20	R	To:		51 (22			_		NA		NA		1999
				From:		51-622 Dead En									
718)	0.28	30	R			Dead En	10		_		NA		NA		1999
				To:		51-623									
Cown of Irvington				From:		Dead En	vd								
719)	0.31	40	R	<u> </u>		Dead En	IU		_		NA		NA		1999
<u> </u>				To		51-634									
ancaster County				From:		D 15	.1		1						
720)	0.20	45	R	21011.		Dead En	na				NA		NA		1999
				To:		SR 222	2				•		•		. 230
Town of Irvington									_						
721)	0.09	80	R	From:		Dead En	nd		_		NA		NA		1999
721)				To:		51-634									
	-														

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Lancaster County						ZITAII		rioui		
(700)	0.22	50	R	From:	51-682			NA	NA	1999
722	0.22	30	1	To:	Dead End	1		IVA	IVA	1000
				From:	Dead End	1				
(723)	0.40	190	R			_		NA	NA	1999
				To:	51-618					
_				From:	Dead End					
724)	0.35	120	R	_		-		NA	NA	1999
				To:	SR 354	<u> </u>				
	0.20	40	_	From:	Dead End	_		NIA	NIA	1000
725)	0.30	48	R	To:	51-691	7		NA	NA	1999
				From:		1				
726)	0.20	60	R		Dead End	J		NA	NA	1994
(120)	0.20	•	•••	To:	SR 3	1				
Town of Irvington				-		-				
				From:	Dead End					
727)	0.08	80	R			7		NA	NA	1999
				To:	51-672					
ancaster County				From:	D 15 1	1				
720	0.60	130	R		Dead End			NA	NA	1999
728)	0.00	100		To:	51-630	7			177	1000
				From:	Dead End					
729	0.20	120	R	J	Dona D.M.	_1		NA	NA	1999
				To:	SR 354					
				From:	Dead End					
730	0.50	130	R			_		NA	NA	1999
				To:	51-610					
				From:	51-604					4000
731)	0.10	70	R	To:	D 15 1	7		NA	NA	1999
				From:	Dead End	1				
700	0.10	20	R	rioii.	Dead End			NA	NA	1994
732	0.10	20	1	To:	51-603	1		INA	INA	1004
				From:	Dead End	1				
733)	0.40	70	R		Bette Ene	⊒!		NA	NA	1999
.00				To:	51-630					
				From:	51-650					
734)	0.49	60	R			_		NA	NA	1992
				To:	Cul-de-Sac					
Town of White Stone										
	0.11	370	R	From:	SR 3	J		NA	NA	1999
735)	0.11	310	ĸ			7		INA	INA	1222
	0.06	250		From:	51-736			NIA	NIΛ	1000
735)	0.06	250	R	To:	51-698	7		NA	NA	1999
				From:	SR 200	1				
736)	0.09	220	R	<u> </u>	SK 200	_		NA	NA	1999
730)	0.00		••	To:	51-735	7			•	
Lancaster County										
				From:	Dead End					
(737)	0.20	40	R			_		NA	NA	1999
				To:	51-681	<u> </u>				
\bigcirc			_	From:	51-695					
738	0.30	40	R	To:	D 1E :	7		NA	NA	1999
				To:	Dead End	1				

					Lancaster Maintenance Area					
Route	Length	AADT	QA	4Tire	Rus		QC	Design	QK AAWDT QW	Year
Lancaster County	_				2Axle 3+Axle 1Trail	21 rail		Hour		
			_	From:	Dead End					
(739)	0.05	50	R	To:	51-630			NA	NA	1999
				From:	51-682					
(740)	0.18	30	R		51-002			NA	NA	1999
				To:	Dead End					
\bigcirc				From:	Dead End					
741)	0.35	46	R	To:	51-695	_		NA	NA	1999
				From:	51-622					
742	0.95	140	R		31-022			NA	NA	1986
				To	51-1101					
742	0.05	20	R	From:	31 1101			NA	NA	1986
9				To:	Dead End					
\bigcirc				From:	Dead End					
743	0.16	70	R	To:	51 (20	_		NA	NA	1994
				From:	51-628					
(744)	0.10	120	R	10.11.	51-608			NA	NA	1999
				To:	51-756					
				From:	51-647					
(745)	0.13	70	R			_		NA	NA	1999
				To:	Dead End					
Town of Irvington				From:	Dead End					
(746)	0.10	70	R	<u> </u>				NA	NA	1999
				To:	51-636					
Lancaster County				From:	D 1E 1					
(747)	0.35	50	R	rioni.	Dead End			NA	NA	1997
(141)	0.00			To:	51-627					
				From:	51-622					
(748)	0.25	90	R					NA	NA	1999
				To: From:	51-753					
(748)	0.22	46	R	To:				NA	NA	1999
				From:	Dead End					
(740)	0.51	48	R	rioni.	51-645			NA	NA	1999
749				To:	Dead End					
				From:	Dead End					
750	0.45	110	R			_		NA	NA	1999
				To:	51-650					
(TEA)	0.40	60	R	From:	Dead End			NA	NA	1994
(751)	0.40	00	Λ.	To:	51-622	7		14/7	I W.T.	1007
				From:	51-632					
752	0.15	60	R					NA	NA	1999
				To:	Dead End					
	0.45	40		From:	Dead End			NIA.	NIA	1000
(753)	0.15	40	R	To:	51-748	7		NA	NA	1999
				From:	Dead End	+				
754)	0.40	100	R		Doug Eng	_		NA	NA	1999
				To:	51-643					
\bigcirc				From:	51-655					
755)	0.14	60	R	To:	D 1F 1	_		NA	NA	1994
				To:	Dead End					

					Lancaster Mai	ntenance i	Area							
Route	Length	AADT	QA	4Tire	Rue	Tru			QC	Design	OK	AAWDT	O/W	Year
	Lengui	ו עאא	ΨA	71110	2Axle	e 3+Axle	1Trail	2Trail	QU	Hour	QIV I	, V-111 D I	Q V V	ıcaı
Lancaster County				From:	51-	744								
(756)	0.09	80	R	L		,		1		NA		NA		1999
				To:	Dead	l End								
\bigcirc				From:	Dead	l End								
(757)	0.74	810	R	To:	51-	700		_		NA		NA		1999
T CI .					31-	709								
Town of Irvington				From:	Dead	l End								
(758)	0.18	70	R	. —				_		NA		NA		1999
				To:	51-	634								
Lancaster County				From:	SF	2.3								
759	0.34	200	R		~~					NA		NA		1999
				To: From:	51-	786		7 ——						
759	0.30	120	R					_		NA		NA		1999
				To:	Dead	l End								
<u> </u>	0.55		_	From:	51-	668				NI A		NIA		1000
760	0.55	50	R	_				_		NA		NA		1999
	0.01	2	R	From:	51-	761				NA		NA		1999
760	0.01	2	ĸ	To:	Dead	l End		1		INA		INA		1999
				From:	51-			l						
(761)	0.02	20	R			, , , , , , , , , , , , , , , , , , , ,				NA		NA		1999
				To:	Dead	l End								
\bigcirc				From:	SR	354								
762)	0.30	100	R	To:	Dead	End		_		NA		NA		1999
				From:				1						
763)	0.18	140	R		51-	032		_		NA		NA		1994
(100)				To:	Dead	l End								
				From:	51-	692								
(764)	0.65	20	R	. —				_		NA		NA		1999
				To:	SR			1						
(765)	0.22	30	R	From:	Dead	l End				NA		NA		1999
(765)	0.22	30	IX.	To:	51-	663		7		IVA		IVA		1000
				From:	Deac									
(766)	0.47	20	R					_		NA		NA		1999
\bigcup				To:	51-	637								
\bigcirc	4.00	242	_	From:	Dead	l End								1000
(767)	1.80	340	R	To:	51	688		_		NA		NA		1999
T				I	31-	000								
Town of Irvington				From:	51-	769								
768	0.07	120	R		<u> </u>					NA		NA		1999
				From:	51-1	303		_						
768	0.07	190	R							NA		NA		1999
			_	To: From:	51-1	302								
768	0.12	220	R							NA		NA		1999
				From:	51-1	301								100-
(768)	0.13	230	R	To:	71	715		7		NA		NA		1999
-				From:		715								
769	0.25	80	R		51-	768				NA		NA		1999
				To:	Dead	l End		1						
	-						•				•			

					Lancas	ter Maintena	ance A	rea							
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Lancaster County						2Axle 3+	Axle	1 I rail	21 rail		Hour				
				From:		Dead End									
(770)	0.20	8	R	To:		51.600			_		NA		NA		1999
				From:		51-682									
(774)	0.07	40	R	Pioni.		51-675			_		NA		NA		1999
(771)	0.01	40		To:		0.07 101 51 65	7.5		7						1000
771)	0.28	60	R	From:		0.07 MN 51-67	/5				NA		NA		1994
771)				To:		Dead End			1						
				From:		Dead End									
772	0.10	160	R						_		NA		NA		1986
				To:		SR 3									
	0.05	222	_	From:		Dead End					NIA		NIA		1006
773)	0.05	220	R	To:		51-604			7		NA		NA		1986
				From:		51-624			1						
774)	0.21	130	R			31-024			_		NA		NA		1986
				To:		0.21 MN 51-62	24								
774)	0.66	120	R	From:		0.21 WIN 31-02	24		_		NA		NA		1986
				To		0.87 MN 51-62	24		7						
774	0.32	130	R	From:		0.07 14114 31-02	2-7		_		NA		NA		1986
				To:		51-681									
				From:		Dead End									
775	0.20	80	R						_		NA		NA		1986
				To:		51-695									
Cown of Irvington				From:		Dead End									
776)	0.09	150	R								NA		NA		1986
				To:		51-635									
ancaster County				From:					1						
777	0.20	40	R	Pioni.		Dead End			_		NA		NA		1999
777)	0.20	40		To:		51-680			7		14/1		14/ (1000
				From:		51-675									
778)	0.71	60	R						_		NA		NA		1986
				To:		Dead End									
$\widehat{}$	0.40			From:		Dead End									1001
779	0.10	160	R								NA		NA		1994
	0.00	400		From:		51-800					NIA		NI A		4004
779	0.09	160	R	_					_		NA		NA		1994
	0.00	220		From:		0.08 MN 51-80	00				NI A		NA		1000
779	0.08	230	R	To:		SR 3			7		NA		NA		1986
				From:		SR 201			1						
780	0.37	60	R			JK 201					NA		NA		1986
				To:		Dead End									
own of Irvington															
	0.10	90	В	From:		51-672			J		NΙΛ		NIA		1000
781)	0.10	80	R	To:		Dead End			7		NA		NA		1986
ancaster County															
ancaster County				From:		Dead End									
782)	0.12	20	R	_					_		NA		NA		1999
				To:		51-620									
$\overline{}$	0.00	70		From:		51-695				_	NIA .	_	NIA	_	1000
783)	0.22	70	R	To:		Dead End			1		NA		NA		1986
						Deau Eliu									

					Lancast	er Maintenan					Dog!e:-				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			 2Trail	QC	Design Hour	QK .	AAWDT	QW	Year
Lancaster County											. 1001				
784)	0.58	80	R	From:		END LOOP					NA		NA		1986
784)	0.78	160	R	To: From:		51-785		•			NA		NA		1986
				From:		BEGIN LOOP									
784	0.92	280	R	To:		51-614					NA		NA		1986
				From:		Dead End		1							
785)	0.12	100	R								NA		NA		1986
				To:		51-784									
	0.40	80	R	From:		Dead End					NA		NA		1986
786	0.40	80	N	To:		51-759					INA		INA		1900
Fown of Irvington															
	0.63	240		From:		Dead End					NIA		NΙΔ		1006
(787)	0.63	210	R	To:		SR 200					NA		NA		1986
Lancaster County															
				From:		SR 200									1000
788	0.33	610	R	To:		Dead End					NA		NA		1986
				From:		51-643		1							
(789)	0.30	30	R	<u> </u>		31 013					NA		NA		1994
				To:		Dead End									
\bigcirc	0.04	40		From:		SR 3									1000
790	0.81	40	R	To:		SR 3					NA		NA		1988
				From:		Dead End									
791)	0.38	150	R	<u> </u>		Dead End					NA		NA		1986
				To:		51-630									
\bigcirc			_	From:		51-641									1000
792	0.32	70	R	To:		Dead End					NA		NA		1986
				From:		Dead End		1							
(793)	0.37	120	R			Doud Line					NA		NA		1986
				To:		51-646									
\bigcirc	0.70	50	_	From:		Dead End					NIA		NIA		4000
(794)	0.72	50	R	To:		51-620					NA		NA		1986
				From:		Dead End									
795)	0.96	110	R								NA		NA		1986
				To:		51-650									
	0.10	60	R	From:		Cul-de-Sac					NA		NA		1986
796	0.10	60	ĸ	To:		51-646					INA		INA		1900
				From:		51-794		1							
797)	0.57	60	R								NA		NA		1994
				To:		Cul-de-Sac									
700	0.35	40	R	From:		51-612					NA		NA		1994
798)				To:		Dead End					. 17 1				.004
				From:		Cul-de-Sac									
800	0.40	120	R								NA		NA		1994
				To:		51-779									
(R10)	0.31	NA		From:		Cul-de-Sac					NA		NA		
810	0.01	NA.		To:	Shado	ow of:418350; 5	-784				/ \				
				-		, -									

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Lancaster County				From:		SR 354			1						
813)	0.22	NA				SK 33					NA		NA		
				To:		Dead E	nd								
\bigcirc	0.00	20	_	From:		Cul-de-S	ac				NIA		NIA		1000
815)	0.63	90	R	To:		51-666			7		NA		NA		1999
				From:		51-821									
820	0.12	40	R						<u>-</u>		NA		NA		1999
				To:		51-695									
624	0.11	20	R	From:		Cul-de-S	ac				NA		NA		1999
821)	0.11	20		To:		51-820					1471		14/1		1000
821	0.06	10	R	From:		31-820					NA		NA		1999
				To:		Cul-de-S	ac								
\bigcirc				From:		Cul-de-S	ac								
830	0.18	20	R	To:		51-673			7		NA		NA		1999
Fown of Kilmarnock						31-0/3									
				From:		51-100	2								
(1001)	0.15	120	R	To:		C-1.1.0			7		NA		NA		1999
				From:		Cul-de-S									
1002	0.21	60	R			Cul-de-S	ac				NA		NA		1994
(1002)				To:		51-100	1								
(1002)	0.05	100	R	From:		51 100					NA		NA		1986
				To: From:		51-100	4								
1002	0.08	240	R						_		NA		NA		1986
				To: From:		51-100									
1002	0.21	520	G	98% To:	0%	1%	0%	0%	0%	С	50	G	530	G	2001
				From:		51-608									
(1003)	0.15	280	G	99%	0%	SR 3	0%	0%	0%	С	30	G	290	G	2001
				To:		51-100									
\bigcirc				From:		SR 3									
(1004)	0.15	410	R						_		NA		NA		1999
$\overline{}$	0.17	120	R	From:		51-100	2				NA		NA		1999
(1004)	0.17	120	ĸ	To:		Dead E	nd		7		INA		INA		1999
				From:		51-100									
(1005)	0.03	90	R	-							NA		NA		1986
				To: From:		51-102	5]——						
(1005)	0.07	70	R								NA		NA		1986
(1005)	0.07	,=-		To: From:		51-100	3]		NIA.		N I A		4000
(1005)	0.07	150	R	_					_		NA		NA		1986
	0.16	400	G	From: 99%	0%	51-100 1%	7 0%	0%	0%	С	50	G	400	G	2001
(1005)	J.10		_	To:	<u> </u>	SR 3	<u> </u>	<u> </u>		_		_		_	
				From:		51-100)								
(1006)	0.10	150	R								NA		NA		1999
				To: From:		51-100	3]						
1006	0.07	250	R								NA		NA		1999
	A			To: From:		51-100	7]						
1006	0.17	480	R	To:		CD 2					NA		NA		1999
				10.		SR 3									

					Lancas	ster Mainter					Docies				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Town of Kilmarnock							, AXIC	TTTGII	ZITUII		rioui				
1007	0.04	300	R	From:		51-1006			_		NA		NA		1986
1007	0.12	630	G	From: 99%	0%	51-1005 1%	0%	0%	0%	С	70	G	630	G	2001
				To:		SR 200									
1008	0.10	90	R	From:		51-1009			_		NA		NA		1999
1008)	0.03	120	R	To: From:		51-1006]		NA		NA		1999
1008	0.13	190	R	From:		51-1005]		NA		NA		1999
				To:		SR 200									
1009	0.02	10	R	From:		Dead End	[NA		NA		1999
				To: From:		51-1008]						
1009	0.17	40	R	To:		51-1006					NA		NA		1999
1009	0.03	170	R	From:							NA		NA		1999
1009	0.13	240	R	From:		51-1005			_ 		NA		NA		1999
				To:		SR 200									
1010	0.25	230	R	From:		Dead End	l		」 ¬		NA		NA		1999
				To:		SR 3									
	0.10	130	R	From:		Dead End					NA		NA		1986
1011)	0.10	130	IX.	To:		51-608			1		INA		INA		1300
				From:		51-1026			l						
1012	0.07	510	G	99% To:	0%	0% SR 3	0%	0%	0%	С	60	G	510	G	2001
				From:		51-1026									
1013)	0.10	530	R								NA		NA		1999
				To:		SR 3 SR 20	00								
1016)	0.11	450	R	From:		51-608					NA		NA		1986
				To: From:		51-1021									
1016	0.05	790	R						_		NA		NA		1988
				To:	Nort	humberland Co		e							
1018)	0.28	30	R	From:		BEGIN LO	OP				NA		NA		1999
				To		END LOO	p								
1018	80.0	110	R	From:					-		NA		NA		1999
	0.08	170	R	From:		51-1031					NA		NA		1999
1018	0.00	1/0	κ	To:		51-1032			<u> </u>		INA		INA		1999
1018)	0.08	290	R	From:					_		NA		NA		1999
$\overline{}$	2.22	2.15	_	From:		51-1020					NIA.		A I A		4000
1018	0.08	340	R	To:		CD 200			╗		NA		NA		1999
						SR 200									
	0.10	700	R	From:		51-1026			_		NA		NA		1999
1019	0.10	700	ĸ	To:		Dead End					INA		INA		1333
						Dodd Elle	•		_						

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truc 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Town of Kilmarnock				From:	Dead En									
1020	0.08	40	R		Dead En	ıu				NA		NA		1999
				To: From:	51-1018	3]						
1020	0.06	20	R	To:	Dead En	nd		7		NA		NA		1999
				From:	51-1016									
1021)	0.04	140	R		31-1010	<i>.</i>		_		NA		NA		1999
				To: From:	31-1029			<u> </u>						
1021)	0.07	150	R		51-1029)		J		NA		NA		1999
				To	51-1027	7		1						
1021)	0.06	30	R	From:				_		NA		NA		1999
				To:	Dead En	nd								
\bigcirc	0.40	40	_	From:	51-1002	2				NA		NIA		1999
1022	0.12	46	R	To:	Dead En	nd		7		INA		NA		1999
				From:	51-1002									
1023	0.13	150	R					_		NA		NA		1999
				To:	51-608									
\bigcirc	0.40	4000		From:	SR 200)				NIA		NIA		1004
1024	0.13	1900	R					_		NA		NA		1994
1024	0.26	80	R	From:	51-1035	5				NA		NA		1986
1024)	0.20	00		To:	Dead En	nd]		1471		14/1		1000
				From	51-1005	5								
1025	0.13	20	R					_		NA		NA		1999
				To:	SR 200									
(1000)	0.26	7500	R	From:	SR 200)		J		NA		NA		1994
1026	0.20	7000		To:	51-1012	<u> </u>								1001
1026	0.34	5000	G	98%	0% 1%	0%	0%	0%	С	480	G	5000	G	2001
				To:	SR 3									
$\overline{}$				From:	51-1028	3								
1027	0.07	70	R	To:	51-1021	1		7		NA		NA		1999
				From:	51-1029									
1028)	0.05	110	R		31-102	,		_		NA		NA		1999
				To: From:	51-1027	7		1						
1028	0.05	30	R							NA		NA		1999
				To:	Dead En									
	0.04	160	R	From:	51-608					NA		NA		1999
1029	0.04	160	K	т				-		INA		INA		1999
1029	0.09	70	R	From:	51-1028	3				NA		NA		1999
1029				To:	51-1021	1								
				From:	Dead En	nd								
1030	0.22	100	R							NA		NA		1999
<u> </u>				To: From:	51-1033	3]						
1030	0.06	210	R	To:	SR 200	1		7		NA		NA		1999
				From:	Cul-de-S			<u> </u>						
1031)	0.07	40	R		Cui-de-Si	uc				NA		NA		1999
				To	0.07 ME Cul-	de-Sac		7						
1031)	0.05	60	R	From:				_		NA		NA		1999
				To:	51-1018	3								

					Lancas	ter Main	tenance /	Area								
Route	Length	AADT	QA	4Tire	Bus	2010	Tru			QC	Design	QK	AAWDT	QW	Year	
Town of Kilmarnock						2Axie	3+Axle	TTrail	2Trail		Hour					
	0.03	120	R	From:		Dead	End				NA		NA		1994	
1032	0.00	120		To:		0.03 ME D	ead End		¬		IVA		IVA		1004	
1032	0.06	60	R	From:		0.03 1111 1	euu Biiu		_1		NA		NA		1986	
	0.05			To: From:		51-10)18]						1000	
1032	0.05	20	R	To:		0.053.65	-1 1010		-		NA		NA		1986	
1032)	0.02	60	R	From:		0.05 ME 5	51-1018				NA		NA		1994	
				To:		Dead	End]							
1033	0.03	50	R	From:		Cul-de	-Sac		╛		NA		NA		1986	
1033	0.00			To	0	0.03 MN C	ul-de-Sac								1000	
1033)	0.07	60	R	From:		7.03 WITT C	ur de Bue				NA		NA		1986	
$\overline{\bigcirc}$				To: From:		51-10)30]——							
1033)	0.02	70	R	To:		Dead	End		7		NA		NA		1994	
ancaster County																
	0.15	120	R	From:		Dead	End				NA		NA		1999	
1034)	0.15	120	K	To:		SR	3		1		INA		INA		1999	
Town of Kilmarnock																
1035)	0.22	1700	1700	R	From:		SR	3				NA		NA		1988
				To:		51-10)24]							
ancaster County				From:		SR	3		1							
1036)	0.41	NA				SK	<u> </u>		_		NA		NA			
					From:		51-6	49]						
1036	0.62	1000	G	To:	\$	CL KILM	ARNOCK		7		90	G	1000	G	2001	
own of Kilmarnock						CE KIEWI	navock									
	0.80	2600		From:	S	CL KILMA	ARNOCK				280	G	2600	G	2001	
(1036)	0.60	2600	G	To:		SR 2	00		7		200	G	2000	G	2001	
ancaster County																
1037)	0.26	30	R	From:		51-6	51				NA		NA		1986	
1037)				To:		Cul-de	-Sac		1							
\bigcirc	0.25	90	_	From:		51-6	50				NIA		NIA		1006	
1038)	0.25	80	R	To:		Dead	End		7		NA		NA		1986	
				From:		Cul-de										
1039	0.33	60	R	To:		£1.6	4.4		7		NA		NA		1986	
Town of Kilmarnock						51-6	44									
	0.00			From:		Cul-de	-Sac				A I A		NI A		400:	
1040	0.03	40	R	To:			\		_		NA		NA		1994	
1040	0.25	40	R	From:		51-10)44				NA		NA		1994	
				To:		SR	3]							
$\overline{}$	0.39	470	В	From:		51-10)36				NA		NA		1994	
1041)	.ა ა	470	R	To:		Dead	End		1		INA		INA		1994	
				From:		Cul-de										
1042	0.06	70	R	To:					7		NA		NA		1994	
				10.		SR	5									

					Lancaster Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus	2Trail	QC	Design Hour	QK AAWDT QW	Year
Town of Kilmarnock										
	0.12	80	R	From:	SR 3			NA	NΔ	1990
(1043)	0.12	00	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	\neg		14/1	10.1	1000
				From:	Cul-de-Sac					
(1044)	0.09	50	R	<u>-</u>				NA	NA	1999
				To: From:	51-1045					
(1044)	0.22	70	R					NA	NA	1994
				To: From:	51-1046					
1044	0.07	100	R					NA	NA	1994
				From:	51-1045					
1044)	0.08	280	R	To:	51.1040	_		NA	NA	1994
				From:	51-1040					
	0.18	210	R	From:	51-1044	_	NA		NΑ	1994
1045	0.10	210		To:	51-1044	\neg		14/1	10.1	1004
				From:	Cul-de-Sac					
(1046)	0.05	30	R	<u> </u>		_		NA	NA	1994
				To:	51-1044					
Lancaster County				From:						
	0.43	300	R	From:	Cul-de-Sac			NA	NΔ	1994
(1048)	0.40	300		То:	51-607	7		IVA	NA N	1334
				From:	SR 354					
1050	0.11	48	R	<u> </u>				NA	NA	1994
				To	51-1051					
(1051)				From:	Cul-de-Sac					
	0.43	20	R	To:	51 1050	_		NA	NA	1994
				From:	51-1050					
(1070)	1.11	320	R	riom.	51-665			NA	NΑ	1994
(1070)		020	• • •	To:	51 1071 NODTH	_		147	177	1001
(1070)	0.32	130	R	From:	51-1071 NORTH		NA		NA	1994
(1070)				To:	51-1071 SOUTH					
				From:	51-1070					
1071	0.38	40	R					NA	NA	1994
				To:	51-1070	<u> </u>				
	0.04			From:	51-1070			N1.0	NIA	
(1072)	0.31	NA		To:	Dead End	_		NA	NA	
				From:		\dashv				
1075	1.35	NA			51-00613(B)/	_		NA	NA	
				To:	Cul-de-Sac/					
				From:	51-01075(R)/					
1076	0.41	NA						NA	NA	
				To:	Cul-de-Sac/					
	0.31	NA		From:	51-647			NA	NA	
1080	0.31	NA		To:	Cul-de-Sac	\neg		INA	INA	
				From:	51-1080	$\dot{+}$				
(1081)	0.15	100	R		21-1000			NA	NA	1999
				To:	51-1082					
(1081)	0.03	40	R	From:	J1-1U02			NA	NA	1999
1001				To:	Dead End				<u>-</u>	
				From:	51-1081	<u> </u>				
1082	0.18	60	R					NA	NA	1999
				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Lancaster County				From:	Cul-de-Sac	1				
1090)	0.50	120	R	T CALL	Cui-de-Sac			NA	NA	1999
				To:	51-767					
				From:	Cul-de-Sac					
1092	0.20	60	R			_		NA	NA	1999
				To: From:	51-1090	1				
	0.11	20	R	From:	Cul-de-Sac			NA	NA	1999
1093	0.11	20		To:	51-1090	7		14/1	177	1000
				From:	51-1102 WEST					
1101	0.08	110	R			<u> </u>		NA	NA	1999
				To: From:	51-1103					
1101	0.23	150	R					NA	NA	1999
				To: From:	51-1102 EAST					
1101)	0.23	290	R			_		NA	NA	1999
				To:	51-742	1				
	0.05	6	R	From:	Dead End	_		NA	NA	1999
1102	0.03	•	ĸ			_		INA	INA	1998
(400)	0.23	40	R	From:	51-1104			NA	NA	1999
1102	0.23	70	1	To:	£1 1101 WEGT	_		14/7	I W.T.	1998
1100	0.07	90	R	From:	51-1101 WEST			NA	NA	1999
1102	0.07	00		To	51 1107	7		1471	101	1000
1102	0.15	80	R	From:	51-1107			NA	NA	1999
1102	31.0			To:	£1 110 <i>C</i>	7				
1102	0.08	80	R	From:	51-1106			NA	NA	1999
1102	0.00			To:	51-1103	7				
1102	0.23	130	R	From:	31-1103			NA	NA	1999
1102				To	51-1101 EAST					
1102	0.04	2	R	From:	JI-HUI EASI			NA	NA	1999
				To:	Dead End					
				From:	51-1102					
1103	0.14	40	R			_		NA	NA	1999
				To:	51-1101					
	0.07	8	R	From:	51-1105			NA	NA	1999
(1104)	0.07	0	K	To:	51-1102	1		INA	IVA	1999
				From:	Dead End	1				
1105	0.07	6	R	<u> </u>				NA	NA	1999
				To: From:	51-1104					
1105	0.03	2	R			_		NA	NA	1999
				To:	Dead End	<u> </u>				
\bigcirc	0.00			From:	Dead End			NIA	NIA	1000
1106	0.06	2	R	To:	51-1102	-		NA	NA	1999
				From:	Dead End	1				
1107	0.05	2	R	<u> </u>	Dean Elia	_		NA	NA	1999
				To:	51-1102					
_				From:	Cul-de-Sac					
1114)	0.33	80	R			_		NA	NA	1999
				To:	SR 3					
\cap	0.40	400	-	From:	SR 3			NIA	NIA	1000
1115	0.13	120	R	To:	Cul-de-Sac	\neg		NA	NA	1986
					Cui-ue-Sac					

					Lancaster M	aintenance	Area							
Route	Length	AADT	QA	4Tire	Rue	Tr xle 3+Axle		2Trail	QC	Design	QK A	AWDT	QW	Year
Lancaster County					ZA	xie staxie	TITAII	ZITAII		Hour				
\sim	0.14	60	R	From:		SR 3				NΑ		NA		1999
(1116)	0.14	00	IX.	To:	Cu	l-de-Sac				INA		INA		1999
Town of White Stone														
	0.10	20	R	From:	Cu	l-de-Sac			NΙΔ	NΑ		NA		1994
(1200)	0.10			To:	5	1-1201						10.		1001
				From:	Å	51-639								
(1201)	0.06	240	R							NA		NA		1986
	0.06	70	R	From:	5	1-1202]		NIA		NA		1994
(1201)	0.00	70	ĸ	To:	5	1-1200		1		INA		INA		1994
				From:										
1202	0.10	120	R					_		NA		NA		1986
				To:										
(1203)	0.04	49	R	From:	D	ead End		_		NA		NA		1986
1203				To:	4	51-639						•		
$\overline{}$				From:	51-6.	38; 51-652	_							
1204	0.37	50	R	To:	D	- J F J		_		NA		NA		1986
				From:										
1206	0.09	NA			Ci	i-ue-sac				NA		NA		
				To:	4	51-638								
(1208)	0.40		_	From:	4	51-652				NIA		NIA		4004
	0.16	60	R	To:	Cu	l-de-Sac		7		NA		NA		1994
Lancaster County														
	0.00	40		From:	Ā	1-695				NIA		NIA		1001
(1210)	0.33	40	R	To:	Cu	l-de-Sac				NA		NA		1994
				From:										
(1211)	0.35	NA						_		NA		NA		
				To:										
(1212)	0.14	NA		From:	5	1-1211				NA		NA		
1212	0.11	II/A		To:	Cu	l-de-Sac						10.		
				From:	D	ead End								
(1215)	0.14	NA		To:	-	TD (00)		_		NA NA NA NA	NA			
F				10.	<u> </u>	K-689								
Town of Irvington				From:	D	ead End								
(1301)	0.05	20	R	To:		1 769		7		NA		NA		1994
				From:		Dead End NA NA 51-1201 NA NA Dead End NA NA 51-639 NA NA 51-639 NA NA Dead End NA NA Cul-de-Sac NA NA 51-638 NA NA S1-638 NA NA Cul-de-Sac NA NA S1-695 NA NA NA NA NA Cul-de-Sac NA NA S1-643 NA NA S1-643 NA NA NA NA NA Cul-de-Sac NA NA Dead End NA NA Dead End NA NA NA NA NA S1-768 NA NA SR 200 NA NA								
(1302)	0.05	10	R		D	ad EIId		_		NA		NA		1994
				To:		51-768		1						
(1303)	0.40	00		From:		51-768				NIA		NIA		1004
	0.10	20	R	To:	D	ead End		7		INA		INA		1994
				From:				1						
(1304)	0.34	160	R	_				_		NA		NA		1994
				To:	Cu	l-de-Sac								
Town of Kilmarnock				From:	D	ead End								
9221)	0.02	70	R					-		NA		NA		1999
				To:	5	1-1026								

					Larioasic	I WIGHT	criarioc /	wou							
Route	Length	AADT	QA	4Tire	Duo		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lancaster County				From:		51.61									
	0.11	320	R	Piolii.		51-61	4				NA		NA		1994
9701)	0.11	320	K	To:	МΔ	NTUA II	NT SCH		7		INA		INA		1994
				From:											
600	0.04	NA				51-615 I	East		_		NA		NA		
603	0.04	NA.		To:	North	numberlan	nd Co Line				14/1		INA		
				From:		SR 20	00								
607	0.04	830	G	95%	1%	3%	0%	1%	0%	F	80	G	840	G	2001
66				To:	Northur	nberland	County Lir	ie							
Town of Kilmarnock															
				From:	SR	200 Lanc	aster Cy								
1005	0.05	440	R								NA		NA		1999
				To: From:		66-101	16								
1005	0.14	40	R						_		NA		NA		1999
00				To:		Dead E	end								
				From:	SR	200 Lanc	aster Cy								
1014	0.06	80	R						_		NA		NA		1999
				To:		66-101	15								
				From:		66-101	17								
1015	0.07	40	R						_		NA		NA		1999
				To:		66-101									
\bigcirc	0.44		_	From:	Lanc	caster Cou	unty Line								4000
1016	0.14	580	R	To:		66.106	25		_		NA		NA		1999
						66-100									
\bigcirc	0.00	00	_	From:	SR	200 Lanc	aster Cy		_		NIA		NIA		4000
1017	0.06	90	R	To:		66-101	1.5		_		NA		NA		1986
						00-101	IJ								