

## **Route Log and Progress Chart**

| Base Map   |          |      |  |
|--|----------|------|--|
|  |          |      |  |
|  | HARTLAND |      |  |
|  |          |      |  |
| 1 in = 2,000 feet  |          |      |  |
|  |          |      |  |
| Stick Diagram  |          |      |  |
| Town Center  |          |      |  |
| Stations (Feet)  |          |      |  |
| Primary Structures   |          |      |  |
| ) Secondary Structures   |          |      |  |
| Divided State Highway  |          |      |  |
| State Highway Divided Town Highway   |          |      |  |
| — Town Highway<br>Streams (Hydraulic Structure)                                  |          |      |  |
| Town Boundary  |          |      |  |
| <ul> <li> Village/UC Boundaries</li> <li> District Boundaries</li> </ul>         |          |      |  |
| <ul> <li>- State/Town Highway Change</li> <li> Divided Highway Limits</li> </ul> |          |      |  |
| Ghost Section Boundary   |          |      |  |
| Federal Urban Area Limits Scale: 1 INCH = 2000 FEET                              |          |      |  |
| Scale. I INCH = 2000 FEET  |          |      |  |
| _  |          |      |  |
| Travellane   |          |      |  |
| Road Widths Lane Count   |          |      |  |
| Base   |          |      |  |
| Subbase  |          |      |  |
| Curves   |          |      |  |
|  |          |      |  |
| Grades   |          |      |  |
|  |          |      |  |
| (  |          |      |  |
|  |          |      |  |
|  |          |      |  |
|  |          |      |  |
|  |          |      |  |
|  |          |      |  |
| Historic Projects  |          |      |  |
|  |          |      |  |
|  |          |      |  |
|  |          |      |  |
|  |          |      |  |
|  |          |      |  |
|  |          |      |  |
| Maintanan Canana   |          | <br> |  |
| Maintenance Garage   |          |      |  |
| Speed Zone   |          |      |  |
|  |          |      |  |
| <b>Functional Class</b>  |          |      |  |
| (National Highway System   |          |      |  |
| Inational Highway System   |          |      |  |
| Limited Access Highway   |          |      |  |
|  |          |      |  |
| Traffic Counters   |          |      |  |
|  |          |      |  |
| 2014   |          |      |  |
|  |          |      |  |
| <b>AADT Counts</b> 2012  |          |      |  |
| 2011 2010  |          |      |  |
| 2010   |          |      |  |
|  |          |      |  |
| 2014   |          |      |  |
| 2013<br>Crash Locations 2012   |          |      |  |
| 2012   |          |      |  |
| 2011   |          |      |  |
|  | I        |      |  |

| Historic Projects  | Functional Class  | Curves  | Road Widths                                | AADT | Mileage by Functional Class By She | eet                     | Mileage by Town By Sheet   |    |
|--|---|---|--|------|------------------------------------|-------------------------|--|----|
| <ul> <li>Unknown</li> <li>Bituminous Concrete</li> <li>Bituminous Macadam</li> <li>Resurface</li> <li>Bituminous Mac</li> <li>Cold Plane and</li> <li>Bituminous Concrete</li> <li>Cold Plane and</li> <li>Bituminous Concrete</li> <li>Concrete</li> <li>Bituminous Seal</li> </ul> | 1 - Interstate<br>System     Arterial     Collector     2 - Other     Freeways and<br>Expressways     Speed Zones     Speep     SPEED     SPEED | (degrees) Left<br>Right<br>Grades<br>(percent) grade up<br>grade down | ← (ft)<br>Traffic Counters<br>(counter ID) |      |                                    | 4.008                   | WOODSTOCK - V012-1424<br>Ghost Section - (US-4, MM 9.648 to 6.269) |    |
| Indicated plans available - http://vtransmap01.aot.state.vt.us/rp/dpr/DIwebstore/  | 25 30 35 40 45 50 55 60 65  |   |  |      | Page                               | Total Mileage: 4.008 mi | Pa   | ag |

## DRAFT



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Please Note: Errors and Omissions May Exist. Contact the VTrans Mapping Section with questions or concerns.

|           |  |                      | Contact the VTrans Ma           | apping Section with questio                                 | ns or concerns.   |  |
|-----------|--|----------------------|---------------------------------|---|---|--|
|           |  |                      | 12                              |   | BRIDGEWATER   |  |
|           |  |                      | 3                               | hora -  |   |  |
| Y         |  |                      |                                 |   |   |  |
| WOODSTOCK |  |                      |                                 |   | ROMFRET   |  |
|           |  |                      |                                 |   |   |  |
| 15        |  | <u> </u>             |                                 |   | $\sim$  |  |
|           |  |                      |                                 |   |   |  |
| Wood      | dstock   |                      |                                 |   | Prosper   | Х Щ                                    |
|           |  | 2                    |                                 |   |   | POMFR                                  |
|           | Q<br>E<br>E<br>O   |                      |                                 |   |   | ×.                                     |
|           | 1<br>0   |                      |                                 | (66-+1  | R R D (1+   |  |
|           | ۰<br>ت   |                      |                                 | RTS RD TH   | IT DE MATE  |  |
|           |  |                      | (16)                            | Ковен   | $\begin{array}{c c} & & & \\ & & & & \\ & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & &$ | (20A)                                  |
| •         |  |                      |                                 |   |   |  |
|           | Ottauquechee<br>(FHL)<br>Uttauquechee<br>River d<br>Uttauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Q:<br>Vitauquechee<br>Vitauquechee<br>Q:<br>Vitauque |                      | RD (TH-1)<br>Strigging<br>Disc  | Disc.   | Gulf North Gulf<br>Stream Bridgewater Stream<br>H Brook   |  |
|           | PLEASANT ST<br>MOO<br>RVE  |                      | TSR                             | Disc<br>GULLY RD (TH-22                                     | 2<br>2<br>2   |  |
|           | л<br>Ц<br>Ц<br>Ц   |                      | STIME                           | Ö   | AUSI  |  |
|           | 0  |                      |                                 |   |   |  |
|           | 0 ft 675<br>675<br>1399 1480<br>1633 1480<br>2885<br>2885<br>2885<br>2885<br>2885  |                      | 5887<br>80.26<br>84.21<br>88.80 | 10880   | 16034<br>16484<br>16484<br>16484<br>17459<br>17459<br>17459   | 21164                                  |
|           |  |                      |                                 |   |   | 211                                    |
|           | o)   |                      |                                 | 2)                   (                                      | 3   |  |
|           | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 27                   | 29 30 29 30                     | 22<br>29 31 29  | $30 \qquad \underbrace{29 \qquad 32 \qquad 31}_{4}$   | 28                                     |
|           | <del>▼&lt; &gt;&lt; &gt;×&lt; ```````````````````````````````</del>  | •                    |                                 |   |   | <b>&gt;</b>                            |
|           | 25   |                      | <                               | 18'   | 4" Bit. Conc.<br>24" Crushed Gravel 18  | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
|           |  |                      |                                 |   |   |  |
|           |  |                      | 3                               | 4 <u>5</u> <u>5</u><br>4 5                                  | 4 7 3 3   | 3                                      |
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|           |  |                      |                                 |   |   |  |
| 2009: N   | H 2606(1) 2009: STP 2509(1)  |                      |                                 |   | 2000: BHS 0241(22)S   |  |
|           |  |                      |                                 | 1996: STP 9570 <u>(1)</u> S                                 |   |  |
|           |  | 1989: HMA 20         | 16                              |   |   |  |
|           |  | ****************     |                                 | 1982: HMA 2312  |   |  |
| 1010      |  | ******               | *****                           | 1970: Unknown<br>Aleiseiseiseiseiseiseiseiseiseiseiseiseise |   |  |
| 1946      | ST 108-T<br>2: CONC 1934: ST   |                      |                                 | 1956: F 142(1)  | *******   |  |
|           |  |                      |                                 |   |   |  |
|           |  |                      |                                 | District 4 - Royalton Garage                                |   |  |
|           |  |                      |                                 |   |   |  |
|           |  | SPEED<br>LIMIT<br>35 |                                 |   |   |  |
|           |  |                      |                                 | 5   |   |  |
|           |  |                      |                                 |   |   | 1                                      |
|           |  |                      |                                 |   |   |  |
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|           |  |                      |                                 |   |   | 1                                      |
|           | ү<br>Ү250  | О<br>Y184            |                                 | о<br>Y138   |   |  |
|           |  |                      |                                 |   |   |  |
|           | 1900 3200 320<br>1800 2100 210   |                      | *                               | 1700  | 1300  |  |
|           | 1800 3100 310<br>1800 3100 310   |                      | →<                              | 1900<br>2000  | 1400  |  |
|           | 1800 3100 310<br>1800 3500 310   |                      | →                               | 2000  | 1500  |  |
|           | 1800 3800 310  |                      | → →                             | 2000  | 1500  |  |
|           |  |                      |                                 |   |   |  |
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