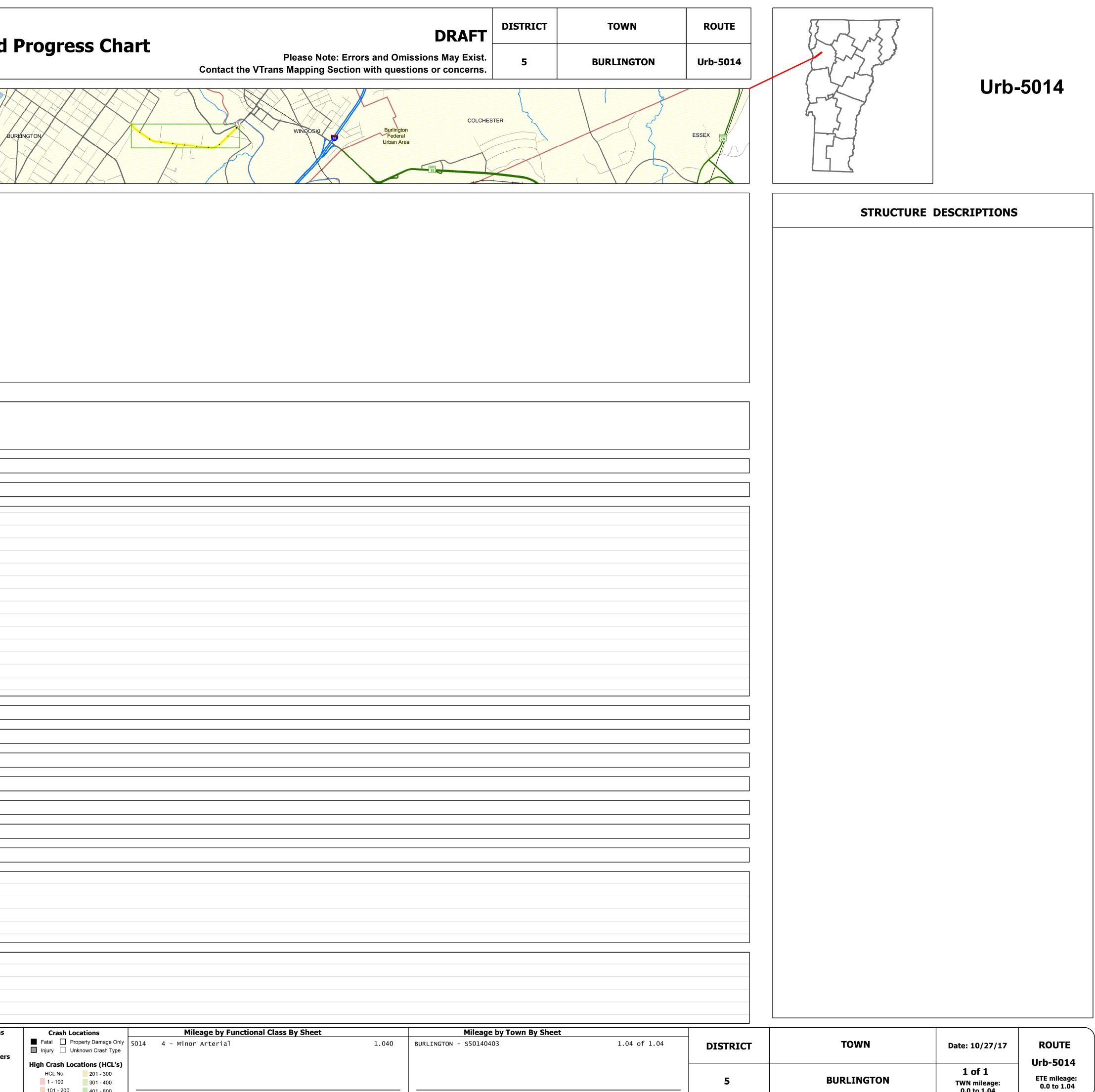


## **Route Log and Progress Chart**

| Base Map  | SOUTH<br>BURLINGTON   |   | BURLINGTON  |  | NOOSKI Burlington<br>Federal<br>Urban Area | COLCHESTER               |
|---|---|---|---|--|--|--------------------------|
| 1 in = 2,000 feet   | SHELBURNE   |   |   | L'A  |  | p K (                    |
|   |   |   |   |  |  |                          |
| Stick Diagram         Town Center         Intersecting State Routes (excl. ramps/approaches)         Other Intersecting Highways, Ramps, Approaches         H+++         Railroad Crossings         Primary Structures         J         Secondary Structures         J         Divided State Highway         State Highway         Divided Town Highway         Town Boundary            Village/UC Boundaries         Divided Highway Limits            Federal Urban Area Limits | 01         5 PROSPECIS ((11-3)           28         UNIVERSITY PL (TH-372)           28         UNIVERSITY PL (TH-372)           151         EAST AV (TH-8)           2323         LATHAM CT (TH-288)           3326         LATHAM CT (TH-289)           -         -           - | 5491 COLORESTER AVE (TH-5)<br>5491 COLORESTER AVE (TH-3)<br>MILL ST-(TH-282)  |   |  |  |                          |
| Road Widths Travellane<br>Roadway<br>Lane Count<br>Base<br>Subbase  |   |   |   |  |  |                          |
| Curves  |   |   |   |  |  |                          |
| Grades  |   |   |   |  |  |                          |
| Historic Projects   | 1986-M-5000(1<br>111111111111111111111111111111111  |   |   |  |  |                          |
| Maintenance Garage  |   |   |   |  |  |                          |
| Speed Zone  |   |   |   |  |  |                          |
| Functional Class  |   |   |   |  |  |                          |
| National Highway System   |   |   |   |  |  |                          |
| Limited Access Highway  |   |   |   |  |  |                          |
| Traffic Counters  | Υ         Υ         Υ           D145         D022         D154  |   |   |  |  |                          |
| Customer Service Level  |   |   |   |  |  |                          |
| 2016<br>2015<br>AADT Counts 2014<br>2013<br>2012  | 14900     13900     10600       14800     14200     10800       14700     14600     11100       15200     14700     11100   | 15500<br>14700<br>14700<br>13800<br>13000<br>13000  |   |  |  |                          |
| 2015<br><b>Crash Locations</b> 2014 2013 2012   |   |   |   |  | Shoot I                                    |                          |
| Resurface<br>Bituminous Mix<br>Skinny Mix<br>Bituminous Seal<br>Indicated plans available - http://vtransmap01.ad   | ete<br>am       Surface Treated<br>Gravel       1 - Interstate<br>System       3 - Principal<br>Arterial       5 - Major<br>Collector         Image: Plant Mix       Plant Mix       4 - Minor<br>Freeways and<br>Bituminous Concrete       6 - Minor<br>Collector         Speed Zones       Speed Zones         Speed Zones       Speed Sones  | Curves<br>Curves<br>Road Wi<br>(degrees)<br>Left<br>Right<br>Grades<br>(counter II<br>(percent)<br>grade up<br>(percent)<br>grade down<br>(count)<br>Counter II<br>AAD<br>(count)<br>Counter II<br>(count)<br>(count)<br>Counter II<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count)<br>(count) | →       ■ Fatal       Property Damage Only       5014         ■ Injury       Unknown Crash Type       High Crash Locations (HCL's)         >)       HCL No.       201 - 300         1 - 100       301 - 400         ■ 101 - 200       401 - 800 | Mileage by Functional Class By S<br>4 - Minor Arterial<br>Pa |  | Mileage by Town By Sheet |





age Total Mileage: 1.04 mi

TWN mileage: 0.0 to 1.04