

Route Log and Progress Chart

Base Map			2	3		ma ~		STOCKBRIDGE
	BRI	IDGEWATER		BARNA	RD			
<	WOODSTOCK	POMFRET						
1 in = 0.6 miles		POMFRET			E E		BOYA	ALION
Stick Diagram Town Center	о Х Х Х				Barnard			
Intersecting State Routes (excl. ramps/approaches) Other Intersecting Highways, Ramps, Approaches	RA R						GC	(H-28)
+++++ Railroad Crossings	1ARD (TH-61)		RD (TH-62)	RD (TH-62)	BENNETT RD (TH-51) TH 81 (TH-81) TH 81 (TH-81) LLLLN LLLLN ADAMS RD (TH-40)	RD (TH-5)	EAUGUAY RD (TH	DEF ANCE HILL
Divided State Highway State Highway Divided Town Highway	Disc.		ente	Gut	ВЕNN	23B Pond Brook Pond Brook		
Town Highway Streams (Hydraulic Structure) Town Boundary	4Y RD (Π+56)	Gulf Stream Gulf Stream		LT4 (LT4)	ST RD (TH-97) - GE RD (TH-1) - КTH RD (TH-3) -	230 (224) (22+1) 02 st (22+1) 02 st (22+1) 02 st (24)	(25) Locust Creek	,
 Village/UC Boundaries District Boundaries State/Town Highway Change Divided Highway Limits 	с С С С С				OLD EAA STA	D AV D AV BLACKME		
Ghost Section Boundary Federal Urban Area Limits Scale: 1 INCH = 2000 FEET	2011 2921 456 4515	6924 6954	1603	15959 19459 21009	21809 24225 24225 24589 24589 25188 25441	27.17229 27.111 27.356 28846 28849 28849 30291	32413 88925 37071 37071 37173	3288 3928
Scale. I INCIT - 2000 FLLT				3 4		5 6		
Travellane Roadway Road Widths Lane Count	29 31 32 32	31 30 28 29 30 31 32 → → → → → → → → → → → → → → → → → → →	31 32 31	32 31 29 28	22 30 $2^{28} \xrightarrow{30}$ 2	28 30 28 30	→ ²⁹ 28 30	28 29 28.5 ►
Base Subbase	٠ •				18"			
Curves	7	<u> </u>	<u>6</u> <u>8</u> 688	<u> </u>	35 9	<u> </u>	3 5 4	
Grades	+7.0	+6.1	+5.8 +6.5 +7.0	-4.3 -4.0A	-4.8A -5.0A -6.5 -7	.5 -7.0	-5.2 -3.6A	
Historic Projects								
							2014: ER BRF 0241((39)
			1982: HMA 2312		1996: STP 9570(1)S	1983: Unknown		
				19		1980: Unknown		1982: HMA 2312
					1973: Unknown		1971: Unknown	
		1956: F 142(1)				1956: F 142(2)		
Maintenance Garage					District 4 - Royalton Garage			
Speed Zone					ister Lar 30			
Functional Class								
					5			
National Highway System					5			
Limited Access Highway		φ						
Limited Access Highway Traffic Counters		Q 137			5			
Limited Access Highway Traffic Counters Customer Service Level		Q 137	1200 1000		5			
Limited Access Highway Traffic Counters Customer Service Level	Y	Q			5			
Limited Access Highway Traffic Counters Customer Service Level 2016 2015 AADT Counts 2014 2013	Y 1200 1200	φ 137 4 4 4 4 4 4 4 4 4 4 4 4 4	1200 1000		5			
Limited Access Highway Traffic Counters Customer Service Level 2016 2015 AADT Counts 2014 2013 2012	Y 1200 1200 1200 1300 1400		1200 1000 1300 1000 1400 1000		5			
Limited Access Highway Traffic Counters Customer Service Level 2016 2015 AADT Counts 2014 2013 2012 2016 2015	Y 1200 1200 1200 1300 1400		1200 1000 1300 1000 1400 1000		5 Local Connector			
Limited Access Highway Traffic Counters Customer Service Level 2016 2015 AADT Counts 2014 2013 2012 2016 2015 Crash Locations 2014 2013	Y 1200 1200 1300 1400 1500		1200 1000 1300 1000 1400 1000		5 Local Connector			
Limited Access Highway Traffic Counters Customer Service Level 2016 2015 AADT Counts 2014 2013 2012 2016 2013 2012 1015 Crash Locations 2014 2013 2015 Crash Locations 2014 2013 2012	Y 1200 1200 1300 1400 1500	Functional Class	1200 1000 1300 1000 1400 1000 1500 1000	hs Crash Locations	5	ional Class By Sheet	Mileage by Tow	
Limited Access Highway Traffic Counters Customer Service Level 2016 2015 AADT Counts 2014 2013 2012 2016 2013 2012	te Surface Treated Gravel 1- Inters	Functional Class tate 3 - Principal Arterial 5 - Major Collector 4 - Minor Arterial 6 - Minor Collector	1200 1000 1300 1000 1400 1000 1500 1000	hs Crash Locations Fatal Property Damage Only Injury Unknown Crash Type	Local Connector	ional Class By Sheet 9.00	Mileage by Tow	

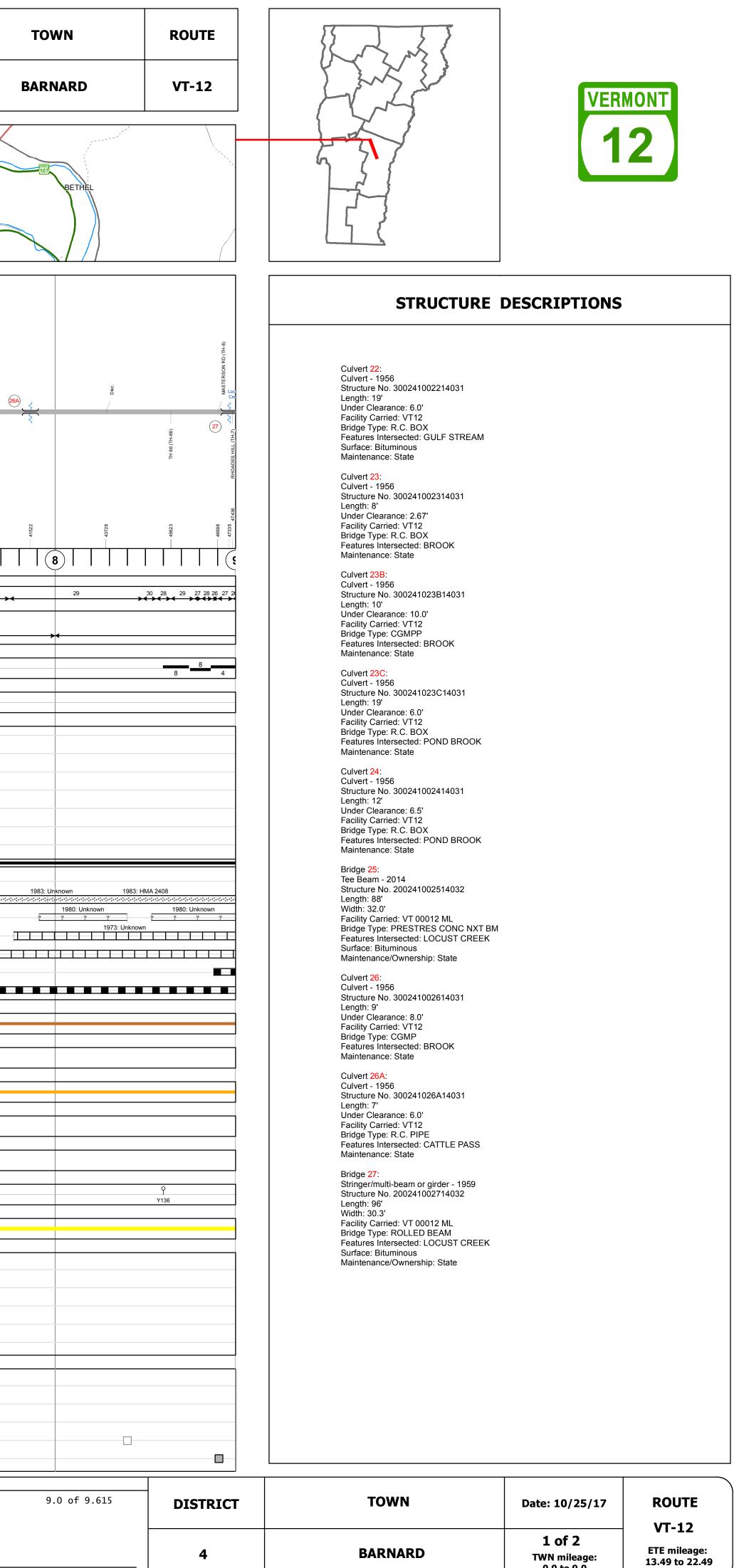
For More Information Contact - Vermont Agency of Transportation, Policy, Planning and Intermodal Development Division - Mapping Section, 1 National Life Drive, Montpelier, VT 05633-5001 Telephone: 802-828-2600.

DRAFT



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



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