

## **Route Log and**

|  |   |   | /  |  |                              |                        |                       |
|--|---|---|--|--|------------------------------|------------------------|-----------------------|
| Base Map   |   |   |  | •  | 1 HARTFORD                   | •                      |                       |
| Z  | HARTLAND  |   |  |  | ·                            |                        | 543                   |
|  |   |   |  |  |                              |                        |                       |
| 1 in = 500 feet  | 2   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
| Stick Diagram  |   |   |  |  |                              |                        |                       |
| Town Center     Intersecting State Routes (excl.     ramps/approaches)   |   |   |  |  |                              |                        |                       |
| Other Intersecting Highways, Ramps,<br>Approaches<br>++++++ Railroad Crossings   | RD (TH-67)<br>(TH-67)<br>RD (TH-67)   |   | TH-58)<br>TD (US-4)—<br>- RD (TH-8)  |  |                              |                        |                       |
| Primary Structures   | AR HOUSE F  | ss st (TH-5   | LSON AVE (<br>ODSTOCK-F  |  |                              |                        |                       |
| Secondary Structures<br>Divided State Highway  | SC CC   | CKO   | MATE Weight  |  |                              |                        |                       |
| State Highway<br>Divided Town Highway  |   |   | (2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2.28)<br>(2 |  |                              |                        |                       |
| Town Highway<br>Streams (Hydraulic Structure)<br>Town Boundary   |   |   | ON AVE (TH-<br>DW RD (TH-2<br>DCK-RD-(US   |  |                              |                        |                       |
| <ul> <li> District Boundaries</li> <li>- ○ - State/Town Highway Change</li> </ul>  |   |   | E GILS   |  |                              |                        |                       |
| <ul> <li>– – – Divided Highway Limits</li> <li>– – – Ghost Section Boundary</li> </ul>   |   |   |  |  |                              |                        |                       |
| Scale: 1 INCH = 1,000 FEET   | 2746  | 64.94   | - 7867<br>- 8078<br>8148   |  |                              |                        |                       |
| 0  |   | 1   |  |  |                              |                        |                       |
| Travellane   | 20<br>24  |   |  |  |                              |                        |                       |
| Roadway<br>Road Widths Lane Count  | 2   |   | <b></b>  |  |                              |                        |                       |
| Base<br>Subbase  |   |   |  |  |                              |                        |                       |
| Curves   |   |   |  |  |                              |                        |                       |
| Grades   |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
| Guardrails   |   |   |  |  |                              |                        |                       |
| Rumblestrips   |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
| Historic Projects  |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
| Maintenance Garage   |   |   |  |  |                              |                        |                       |
| Speed Zone   |   |   |  |  |                              |                        |                       |
| Functional Class   | 6   |   |  |  |                              |                        |                       |
| National Highway System  |   |   |  |  |                              |                        |                       |
|  |   |   |  |  |                              |                        |                       |
| Limited Access Highway   |   |   |  |  |                              |                        |                       |
| Customer Service Level   |   |   |  |  |                              |                        |                       |
| Traffic Counters   |   |   |  |  |                              |                        |                       |
| 2022   |   |   |  |  |                              |                        |                       |
| 2021<br>AADT 2020  |   |   |  |  |                              |                        |                       |
| <b>AADT</b> 2020<br>2019   |   |   |  |  |                              |                        |                       |
| 2018   |   |   |  |  |                              |                        |                       |
| (Incomplete) 2023  |   |   |  |  |                              |                        |                       |
| 2022   |   |   | <br>   |  |                              |                        |                       |
| Crash Locations 2021<br>2020   |   | г   |  |  |                              |                        |                       |
| 2020   |   |   |  |  |                              |                        |                       |
| Historic Projects  | Functional Class  | Curves Grades Continuous (C   |  |  | by Functional Class By Sheet |                        | eage by Town By Sheet |
| <ul> <li>Unknown</li> <li>Bituminous Concrete</li> <li>Retreatment</li> <li>Bituminous Macadam</li> <li>Cold Plane and</li> <li>Plant Mix</li> </ul> | 1 - Interstate     3 - Principal     5 - Major       System     Arterial     Collector       2 - Other     4 - Minor     6 - Minor       Freeways and     Arterial     Collector  | Curves     Grades     P     Continuous (C       (degrees)     Left     grade up     P     Weigh-In-Mot       Right     grade down     Short-Term, S | otion (WIM)  | atal  Property Damage Only jury Unknown Crash Type   | lector                       | 1.600 HARTFORD - S0608 | -408                  |
| Bituminous Mix Bituminous Concrete Reclaimed Base and  | Freeways and Arterial Collector<br>Expressways Speed Zones  | Road Widths   | , Unscheduled High   | Crash Locations (HCL's)         Sections (& Intersections)         ICL No.       201 - 300 (21 - 30)                                       |                              |                        |                       |
| Skinny Mix Concrete Bituminous Concrete Situminous Seal Gravel Indicated plans available - http://vtransmap01.aot.state.vt.us/rp/dpr/Dlwebstore/     | SPEED | (ft) AADT<br>(AADT)   | Г) 1 - 10  | ICL No.         201 - 300 (21 - 30)           00 (1 - 10)         301 - 400 (31 - 40)           200 (11 - 20)         401 - 800 (41 - 113) | Page Total Milea             | nge: 1.600 mi          | Pag                   |

For More Information Contact - Vermont Agency of Transportation, Policy, Planning and Intermodal Development Division - Mapping Section, 219 North Main Street, Barre, VT 05641 Telephone: 802-828-2600.

| l Progress Chart | 1 |
|------------------|---|
|------------------|---|



