

## **Route Log and Progress Chart**

|  | Base Map   |  |  |  | · · · · · · · · · · · · · · · · · · · | 3<br>WESTFIELD |  |
|--|--|--|--|--|---------------------------------------|----------------|--|
|  | zV   |  |  | 1.   |                                       |                |  |
|  | 1 in = 2,000 feet  |  |  | ( man  |                                       |                |  |
|  | Stick Diagram  | ELD  |  | Westfield  | μ                                     | ÅQ<br>A        |  |
|  | Intersecting State Routes (excl.<br>ramps/approaches)<br>Other Intersecting Highways, Ramps,<br>Approaches<br>+ Railroad Crossings   | MESAT  | (1<br>日<br>19)   | ÷  | WESTFI                                |                |  |
| Image: second  | Divided State Highway<br>State Highway   |  | BUCK   | (250) <sup>±</sup> <sub>2</sub> E  |                                       |                |  |
| Image: series of se  | <ul> <li>Streams (Hydraulic Structure)</li> <li>Town Boundary</li> <li> Village/UC Boundaries</li> <li> District Boundaries</li> <li>- • - State/Town Highway Change</li> <li> Divided Highway Limits</li> </ul>   | Missisquoi<br>River<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H<br>H                             |  | Mill Brook   | LOOP RD (TH.4)                        |                |  |
|  | Federal Urban Area Limits Scale: 1 INCH = 2,000 FEET   |  | 2 3  |  |                                       |                |  |
| Bade With survey     Automatic survey     Automatic survey     Automatic survey       Gurves     Automatic survey     Automatic survey     Automatic survey       Gurves     Automatic survey     Automatic survey     Automatic survey       Bundlestrings     Automatic survey     Automatic survey     Automatic survey       Historic Frights     Automatic survey     Automatic survey     Automatic survey       Historic Frights     Automatic survey     Automatic survey     Automatic survey       Rubleware Survey     Automatic survey     Automatic survey     Automatic survey       Rubleware Survey     Automatic survey     Automatic survey     Automatic survey       Statistic Loss     Automatic survey     Automatic survey     Automatic survey       Multistance Survey     Automatic survey     Automatic survey     Automatic survey       Survey     Automatic survey     Automatic survey     Automatic survey       Automatic survey     Automatic survey     Automatic survey     Automatic survey       Automatic survey     A  |  |  |  | 29   | 28 27.5                               |                |  |
|  | Road Widths Lane Count   |  |  | ~  |                                       |                |  |
|  | Subbase  |  |  |  |                                       |                |  |
| Guardralls     Image: Construction of the construction of th   | Curves   | 5 2.3  | 6  | 10   | 3                                     |                |  |
| Kumbistrijs         Image: Sector Level  | Grades   |  |  |  | -7.0                                  |                |  |
| Historic Projects  Historic Proj   | Guardrails   |  |  |  | 1                                     |                |  |
| Historic Projects         Image: Control Contr   | Rumblestrips   |  |  |  |                                       |                |  |
| Historic Projects  |  |  |  |  |                                       |                |  |
| Image: series         Image: s   |  |  | 1994: CM F 029-2(11)S  |  |                                       |                |  |
| Image: speed zone   Speed Zone   Functional Class   Funct  |  |  | 1978: F 029-2(2)   |  | 1989: HMA 2028                        | S              |  |
| Maintenance Garage     Deals 364 damage resolutations       Speed Zone     Image resolutations       Functional Class     Image resolutations       Functional Class     Image resolutations       National Highway System     Image resolutations       Customer Savide Leval     Image resolutations       Traffic Counters     Image resolutations       Speed Zone     Image resolutations       Customer Savide Leval     Image resolutations       Traffic Counters     Image resolutations       Speed Zone     Image resolutations       Customer Savide Leval     Image resolutations       Speed Zone     Image resolutations       Customer Savide Leval     Image resolutations       Speed Zone     Image resolutations       Customer Savide Leval     Image resolutations       Speed Zone     Image resolutations <th></th> <th>1941: FAP</th> <th>79-A(2)</th> <th>1971: Unknown</th> <th></th> <th></th> <th></th>   |  | 1941: FAP  | 79-A(2)  | 1971: Unknown  |                                       |                |  |
| Maintenance Garage         Speed Zone       Image: Speed Zone         Functional Class       Image: Speed Zone         National Highway System       Image: Speed Zone       Image: Speed Zone         Customer Service Level       Image: Speed Zone       Image: Speed Zone         Image: Speed Zone       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone         Customer Service Level       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone         Maintenance Service Level       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone         Maintenance Service Level       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone         Mattenance Service Level       Image: Speed Zone         Mattenance Service Level       Image: Speed Zone         Mattenance Service Level       Image: Speed Zone         Mattenance Service Level       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone       Image: Speed Zone<  |  |  |  |  |                                       |                |  |
| Functional Class     Image: Class of the clas of the class of the class of the clas of the class of the clas  | Maintenance Garage   |  | District 9 - DMF Maintenance Westfield Garage                                  |  |                                       |                |  |
| National Highway System     Image: System  | Speed Zone   |  |  | seco<br>Lum<br>35  |                                       |                |  |
| Limited Access Highway   Customer Service Level   Customer Service Level   Traffic Counters   Aud   001    001   | <b>Functional Class</b>  |  | 4  |  |                                       |                |  |
| Customer Service Level     Note diamonal       Traffic Counters     And       2021     100       4ADT     100       2021     100       100     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       100     100       2023     100       2024     100       2025     100       2026     100       2027     100       2028     100       2029     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100       2021     100  | National Highway System  | <br> <br>  |  |  |                                       |                |  |
| Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         Traffic Counters       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         ADDT       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         MADT       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         Mathematic Conters       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         Mathematic Conters       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         Mathematic Conters       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         Mathematic Conters       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level       Image: Customer Service Level         Mathematic Conters       Image: Customer Service Level       Image: C  | Limited Access Highway   |  |  |  |                                       |                |  |
| AADT 2020<br>AADT 2020   | Customer Service Level   |  | Regional Corridor  |  |                                       |                |  |
| AADT 2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2   | Traffic Counters   | P119   |  |  |                                       |                |  |
| AADT 2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2019<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2017<br>2   |  | 1621   |  |  | 2040                                  |                |  |
| Akd J       400       1700       2100         2019       1700       2100         2017       1700       2100         (Incomplete) 2022       1700       2100         2019       1700       1700         2019       1700       1700         2019       1700       1700         2019       1700       1700         2019       1700       1700         2019       1700       1700         2019       1700       1700         2019       1700       1700         2018       1700       1700         110000000       11000000       11000000       110000000         1100000000000000000000000000000000000   |  | ▲  |  | →<br>→   | 1958                                  |                |  |
| 2017     700     200       (Incomplete) 2022     2021       2021     2021       2021     2021       2021     2020       2018     2018       Unknown     Bituminous Macadam       Bituminous Macadam     Surface Treated       Gravel     Surface Treated       Startinous Concrete     Surface Treated       Startinous Starting     Surface Treated       Startinous Starting     Surface Treated       Startinous Starting <th></th> <th>1700</th> <th></th> <th>→ →</th> <th></th> <th></th> <th></th>  |  | 1700   |  | → →  |                                       |                |  |
| Description     Desc   |  | 1700   |  | → →  | 2100                                  |                |  |
| Description     Desc   | (Incomplete) 2022  |  |  |  |                                       |                |  |
| 2019<br>2018   | 2021   |  | -  |  |                                       |                |  |
| Historic Projects       Functional Class       Functional Class       Mileage by Functional Class By Sheet       Mileage by Functional Class By Sheet         Image: Index of the state in  |  |  |  |  |                                       |                |  |
| Image: Substant State Treated Sta  |  |  |  |  |                                       |                |  |
| Resurface Plant Mix   Bituminous Mix   Skinny Mix   Cold Plane and   Bituminous Concrete   Bituminous Seal   Gravel     Plant Mix   Plant Mix   Bituminous Concrete   Bituminous Seal     Cold Plane and   Bituminous Concrete     Reclaimed Base and   Bituminous Seal     Gravel     Plant Mix     Plant Mix   Bituminous Concrete     Reclaimed Base and   Bituminous Concrete     Reclaimed Base and </th <th>Image: Construction of the second second</th> <th>Surface Treated     1 - Interstate     3 - Principal     5 - Major     C       Gravel     - Other     - Arterial     - Collector     (degrees)</th> <th>Left (percent) grade up (crcc)<br/>(percent) grade up (percent) grade up (crcc)</th> <th>C) ■ Fatal □ Property Damage Only<br/>(WIM) □ Injury □ Unknown Crash Type</th> <th>/ 029-2 4 - Minor Arterial</th> <th></th> <th></th> | Image: Construction of the second | Surface Treated     1 - Interstate     3 - Principal     5 - Major     C       Gravel     - Other     - Arterial     - Collector     (degrees) | Left (percent) grade up (crcc)<br>(percent) grade up (percent) grade up (crcc) | C) ■ Fatal □ Property Damage Only<br>(WIM) □ Injury □ Unknown Crash Type   | / 029-2 4 - Minor Arterial            |                |  |
|  | Skinny Mix Concrete  | Reclaimed Base and<br>Bituminous Concrete<br>Speed Zones   | Road Widths  | High Crash Locations (HCL's)           Sections (& Intersections)           HCL No.         201 - 300 (21 - 30)           1 - 100 (1 - 10)         301 - 400 (31 - 40) | )                                     |                |  |

 Indicated plans available - http://vtransmap01.aot.state.vt.us/rp/dpr/Dlwebstore/
 25 30 35 40 45 50 55 60 65
 101 - 200 (11 - 20) 401

 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.

## DRAFT

## DISTRICT

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

