

REPORT

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of a

SURVEY OF TRANSPORTATION

on the

**STATE HIGHWAYS OF
VERMONT**

by

**THE BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE**

and

THE VERMONT STATE HIGHWAY DEPARTMENT

1927

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Foreword

THIS report contains the results of highway traffic studies of the Federal-aid, State-aid, and town road systems of Vermont conducted during 1926 under a cooperative research agreement between the Bureau of Public Roads, United States Department of Agriculture, and the Vermont State Highway Department.

The investigation was undertaken in order to obtain essential facts concerning traffic on Vermont highways as a basis for planning the development of the State highway system to serve present and future traffic.

The conclusions are based upon the present density, type, loading and distribution of traffic. These characteristics of the present traffic, as revealed by the survey, and modified by a study of present population and population trends, form the basis of a prediction of future traffic, and a traffic classification of the State highways; and the traffic classification, together with an analysis of other economic and physical factors, are the basis of the proposed plan of highway improvement.

The first section of the report contains a summary of principal conclusions, the second contains the detailed data of the survey and the third section the proposed plan of State highway improvement endorsed by the Vermont State Highway Department and the United States Bureau of Public Roads.

The highway traffic studies upon which the report is based were conducted under the joint supervision of Thos. H. MacDonald, Chief of the Bureau of Public Roads, and Charles W. Gates, George Z. Thompson, Emery A. Melendy, and W. A. Simpson appointed to succeed Charles W. Gates in 1927, members of the Vermont Highway Board, and Stoddard B. Bates, Commissioner of Highways. J. Gordon McKay, Chief of the Division of Highway Economics, Bureau of Public Roads, directed the work of the survey and preparation of the report, assisted by O. M. Elvehjem, E. T. Stein, L. E. Peabody and B. P. Root, all of the Division of Highway Economics, and Hubert E. Sargent, Vermont State Highway Engineer.

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proving the 278.5 miles included in this group should be considerably less than the required expenditures during the period 1927 to 1931. This decrease, however, will be partially offset by the need for improvement of a comparatively small mileage of routes, approximately 80 miles, not included in the Federal-aid system, with surfaces superior to gravel between 1926 and 1936.

Construction of surfaces superior to gravel on 275.5 miles of the Federal-aid system during the five-year period 1927 to 1931, and on 278.5 miles of the Federal-aid system and approximately 80 miles not included in that system, during the five-year period 1932 to 1936, will substantially complete the Vermont program of new hard-surface construction.

Based on the expected growth of traffic on present minor traffic routes, it is believed that for a considerable period subsequent to 1936 but a comparatively small mileage of highways, other than the routes specified to be improved between 1927 and 1936, will carry sufficient traffic to justify their improvement with surfaces superior to gravel.¹³

It is believed that the proposed plan of highway improvements will provide satisfactory service for the increasing volume of traffic using Vermont highways and that it is at the same time commensurate with the dictates of financial economy which must always govern the expenditure of public funds.

It is also believed that a construction program more limited in scope than the proposed five-year program will result in increased total highway expenditures, because of the higher maintenance costs which may be expected to result from postponement of adequate improvement; and that it will also result in inadequate highway service and increased motor vehicle operating costs.

For the most economical accomplishment of the proposed improvement plan it is recommended that substantially the present Federal-aid highway system be established as a primary or State highway system under the jurisdiction of the State Highway Department as to construction, maintenance and control.

It is also recommended that a secondary highway system be established. This system should include the more important traffic routes not included in the primary system.

The establishment of these systems and their improvement in accordance with the foregoing plan will insure a systematic and scientific development of Vermont State highways.

¹³ The postponement of improvement of the Medium 3 mileage, 278.5 miles, until after 1931 may result in increasing the cost of maintaining these routes during the latter part of the period 1926 to 1931, but since the major part of this mileage will not carry in excess of 800 vehicles until the latter years of the period, such postponement is believed to be justified in view of the economies resulting from having a relatively uniform building program over a ten-year period as compared with a considerably larger building program during the period 1927 to 1931 followed by a smaller program during the next five-year period.

APPENDIX I

TRANSPORTATION OF COMMODITIES BY MOTOR TRUCK

The nature of the commodities transported by highway shows the influence of cities and towns upon motor trucking on the principal routes of Vermont. Manufactured products produced in the cities and villages and distributed by motor truck from these centers of population, comprise approximately one-half the tonnage of goods hauled over the highways.

Products of animals and products of agriculture, which include all the commodities produced on farms, were found on only 22.9 per cent of the loaded trucks observed, and a considerable part of the haulage of these two classes of commodities represents the distribution of goods to consumers rather than the marketing of goods from the farms.

The several classes of commodities hauled, the percentage of the total cargo tonnage which they represent and the average length of haul are shown in Table 1.

The principal commodities included in the classification of manufactured products are bread and bakery goods, ice cream, groceries, gasoline, cans, cement, household goods, and bottles, these comprising approximately two-thirds of the net tonnage of manufactured products.

Products of animals transported by highway in the State consist mainly of milk, meat and packing house products, these comprising approximately two-thirds of the net tonnage of this class of commodities. Products of this class, although second in importance in respect to the number of trucks hauling them, include only 8.7 per cent of the total net tonnage transported. They are hauled an average distance of 19 miles.

In the remaining three classes, products of agriculture, mines and forests, there are approximately 10 per cent of the loaded trucks in each class. Although the percentages of trucks are similar, the percentage of net ton-

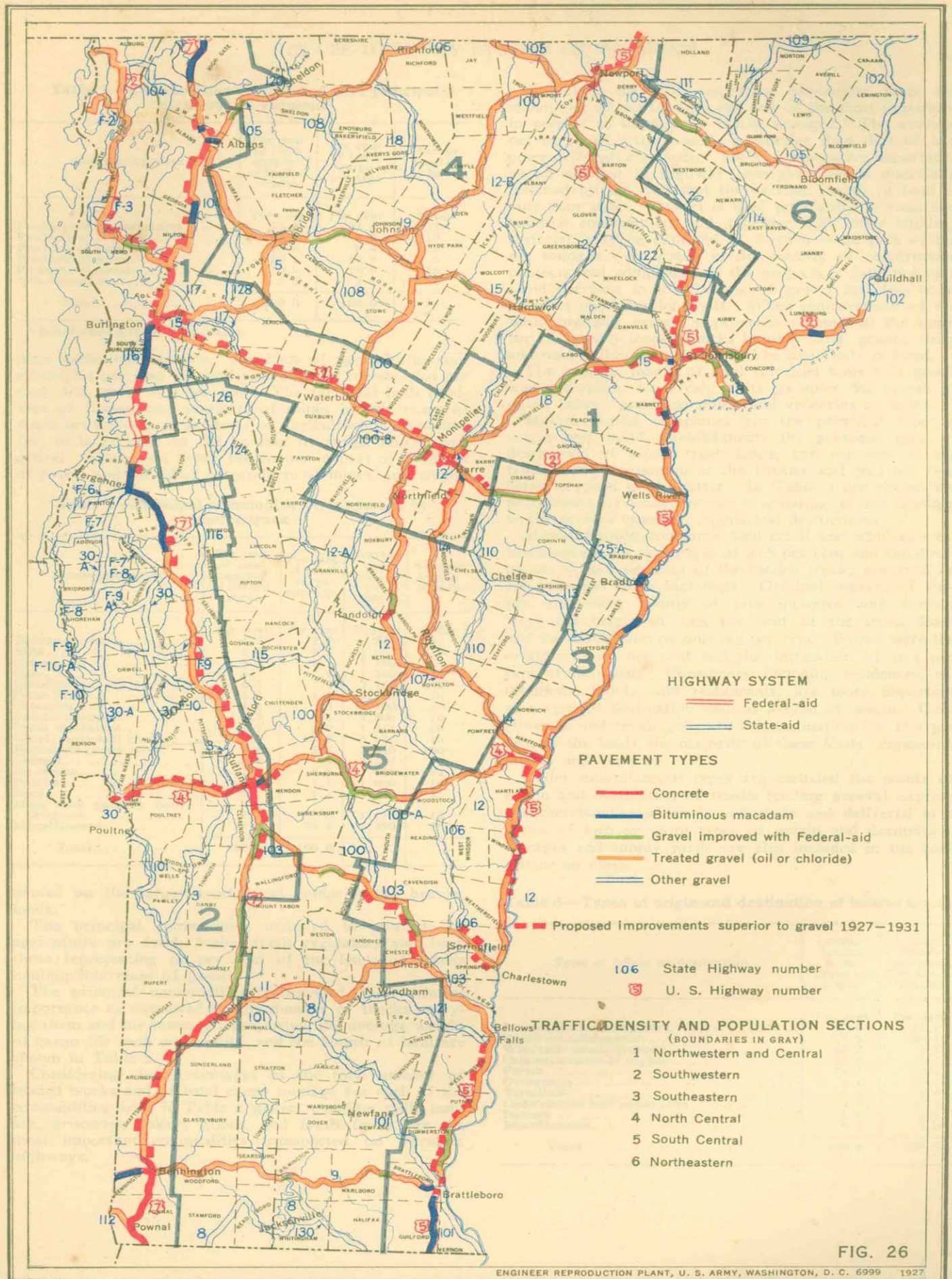


FIG. 26

ENGINEER REPRODUCTION PLANT, U. S. ARMY, WASHINGTON, D. C. 6999 1927

PROPOSED PLAN OF IMPROVEMENTS ON THE FEDERAL-AID SYSTEM

Table 1—Commodities transported over principal highways in Vermont¹

Commodity class	Per cent of total number of loaded trucks	Per cent of total cargo tonnage	Average length of haul
	<i>Per cent</i>	<i>Per cent</i>	<i>Miles</i>
Products of manufactures.....	55.7	43.4	29
Products of animals.....	12.3	8.7	19
Products of agriculture.....	10.6	8.4	25
Products of mines.....	10.1	19.9	6
Products of forests.....	10.0	16.9	16
Miscellaneous.....	3.3	2.7	32
Total.....	100.0	100.0	24

¹ Based upon 3,163 loaded trucks.

nage varies considerably. Products of agriculture constitute 8.4 per cent of total net tonnage, forests 16.9 per cent, and mines 19.9 per cent. The fact that both products of forests and products of mines include twice as much net tonnage as products of agriculture is accounted for, in large part, by the hauling of rough lumber and gravel. These two items, the former a part of products of forest and the latter of products of mines, are usually

Table 2—Principal commodities transported by motor truck

Commodity class	Per cent of total number of loaded trucks	Per cent of total cargo tonnage	Average net cargo per truck	Average length of haul
	<i>Per cent</i>	<i>Per cent</i>	<i>Pounds</i>	<i>Miles</i>
Bakery goods.....	6.5	2.2	835	27
Milk.....	6.0	4.5	1,830	15
Gravel.....	5.8	12.2	5,190	4
Cans.....	5.7	2.9	1,260	14
Gasoline.....	4.8	7.3	3,760	13
Fresh fruits.....	4.5	4.1	2,220	36
Groceries.....	4.2	5.3	3,100	22
Lumber, rough.....	3.3	6.6	4,800	20
Fresh vegetables.....	3.2	2.0	1,577	20
Wood, stove and kindling.....	3.2	3.8	2,956	10
Household goods, used.....	3.1	3.3	2,640	100
Cement.....	2.9	3.9	3,240	3
Ice cream.....	2.6	1.8	1,560	31
Bottles.....	2.5	1.1	1,080	10
Feed.....	2.2	1.7	1,840	11
Meat and packing house products.....	2.2	1.0	1,170	18
Miscellaneous.....	37.3	36.4	2,390	28
Total.....	100.0	100.0		

hailed on the larger trucks and comprise the heavier loads.

The principal commodities included in products of agriculture are fresh fruits, fresh vegetables and feed, these representing 94 per cent of the loads of trucks hauling this class of goods.

The principal commodities transported, their relative importance as measured by the number of trucks carrying them and the tonnage transported, the average weight of cargo for each commodity, and the length of haul are shown in Table 2.

Considering the percentages of the total number of loaded trucks and of total cargo tonnage for each of the commodities listed in Table 2, gravel, gasoline, milk, lumber, groceries, bakery goods, and fresh fruits are the most important commodities transported on Vermont highways.

Gravel is the most important commodity from the standpoint of net tonnage and one of the most important in respect to number of trucks engaged. The average net cargo of 5,190 pounds is heavier than that of any other principal commodity, but its comparative importance as an element in highway transportation is materially lessened by the fact that the average length of haul is only four miles. Gravel is used principally in road and building construction, and, together with other building material, may be expected to form a large part of the net tonnage over roads in the vicinity of construction projects, but completion of the projects is followed by a rapid decrease in the hauling of gravel and like commodities upon nearby roads. When improvement of the State highway system approaches completion the number of heavily loaded trucks hauling sand, gravel, stone and road-building materials will be materially reduced.

The average length of haul for used household goods was 100 miles, for fresh fruits 36 miles, ice cream 31 miles, bakery goods 27 miles, and groceries 22 miles.

Manufacturing companies are the principal type of origin and retail establishments the principal type of destination of motor truck loads, 17.0 per cent of the truck loads originating at the former and 30.4 per cent being destined to the latter. In Table 3 are shown the percentages of loaded trucks originating at and destined to the several types of origins and destinations.

Manufacturing companies and retail and wholesale establishments are the origin of 48.8 per cent and the destination of 44.8 per cent of the loaded trucks observed on the principal State highways. Original sources of supply, consisting mainly of pits, quarries, and forests, were the origin of 13.5 per cent of the truck loads and the destination of only 0.3 per cent. Farms were the origin of 11.1 per cent and the destination of 10.4 per cent of the loads. Consumers, including residences, institutions, hotels, and restaurants, are more important as a type of destination than as a type of origin. Construction and repair jobs are the destination for 17.3 per cent of the loads, the majority of these loads originating at pits and quarries.

Under miscellaneous types are included the points of origin and destination of trucks hauling general express and merchandise which is picked up and delivered at a series of two or more types of origin and destination. Garages and supply yards are also included in the miscellaneous class.

Table 3—Types of origin and destination of loaded trucks

Type of origin or destination	Loaded trucks from types of origin	Loaded trucks to types of destination
	<i>Per cent</i>	<i>Per cent</i>
Manufacturing companies.....	17.0	11.9
Retail establishments.....	16.5	30.4
Wholesale establishments.....	15.2	2.5
Original sources of supply.....	13.5	0.3
Farms.....	11.1	10.4
Consumers.....	8.4	16.7
Terminals.....	6.2	4.8
Construction and repair jobs.....	2.0	17.3
Storage.....	1.6	1.1
Miscellaneous.....	8.4	4.6
Total.....	100.0	100.0

APPENDIX II

Motor Vehicle Traffic at Vermont Traffic Survey Stations
Average Daily¹ 1926, Normal Maximum 1928, and Average Daily 1931

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Station ²	Direction ³	Route number ⁴	Average daily traffic			Maximum daily traffic—total vehicles	Average daily traffic—1931, total vehicles	Station ²	Direction ³	Route number ⁴	Average daily traffic			Maximum daily traffic—total vehicles	Average daily traffic—1931, total vehicles	
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles			
1....	N	80	47	465	512	760	19....	S	T.R.	5	34	39	60	80		
		U.S. 2	41	319	450	590			U.S. 4	81	1,010	1,091			1,680	1,530
		U.S. 2	17	91	108	150			U.S. 4	83	1,033	1,120			1,720	1,970
2....	W	U.S. 2	24	245	270	410	20....	N	100	13	140	153	230	210		
		U.S. 2	39	410	440	680			U.S. 4	23	407	432			670	680
		P. 2	10	254	266	420			U.S. 4	29	512	541			860	760
3....	N	U.S. 7	41	730	771	1,200	21....	E	U.S. 4	32	878	910	1,440	1,270		
		U.S. 2 & 7	60	1,321	1,381	2,170			U.S. 4	32	878	910	1,440	1,270		
		U.S. 2	38	764	802	1,260			12	8	302	210	336	290		
4....	N	U.S. 7 & 2	67	1,484	1,571	2,430	22....	E	U.S. 4	26	544	570	906	803		
		U.S. 7 & 2	106	1,442	1,548	2,390			2,160	U.S. 4	32	691	723	1,146	1,010	
		U.S. 7 & 2	117	60	509	569			830	60	1,041	1,104	1,720	1,540		
5....	E	T.R.	5	37	42	60	23....	N	U.S. 5	9	466	494	770	690		
		U.S. 2	116	861	659	970			85	1,484	1,492	2,320	2,390			
		U.S. 2	103	1,194	1,173	1,820			1,640	U.S. 5	34	853	887	1,400	1,240	
6....	W	S.R.	21	75	96	130	24....	S	U.S. 5	34	864	898	1,420	1,260		
		U.S. 2	68	1,009	1,077	1,670			1,510	T.R.	13	177	190	290	270	
		U.S. 2	52	1,025	1,077	1,690			1,510	U.S. 5	27	521	548	860	770	
7....	E	U.S. 2	64	1,645	1,709	2,700	25....	E	11	98	1,000	1,098	1,670	1,540		
		U.S. 2	64	1,645	1,709	2,700			2,390	11	86	732	818	1,230	1,140	
		U.S. 2	119	1,779	1,898	2,940			2,650	26....	N	U.S. 5	63	1,085	1,148	1,990	1,600
U.S. 2	12	54	675	729	1,120	1,020	U.S. 5	18	576	594		940	830			
U.S. 2	161	2,415	2,576	3,990	3,600	27....	N	U.S. 5	40	827		867	1,360	1,210		
U.S. 2	68	636	906	1,300	1,370	U.S. 5		51	966	1,017	1,590	1,470				
U.S. 2	110	37	265	302	450	420		28....	W	12	22	306	328	510	460	
U.S. 2	26	199	221	330	310	132	124	200		200	300	200				
U.S. 2	29	22	199	221	330	310	U.S. 5	40		941	981	1,540	1,370			
10....	E	S.R.	21	75	96	130	29....	W	U.S. 5	43	889	932	1,450	1,300		
		U.S. 2	5	721	726	1,050			320	T.R.	3	7	9	10	10	
		U.S. 2	24	384	408	630			570	U.S. 5	34	461	495	760	690	
11....	W	U.S. 2	16	363	379	600	30....	N	U.S. 5	43	628	671	1,040	940		
		U.S. 2	16	363	379	600			530	S.R.	7	169	176	280	250	
		U.S. 2	23	607	631	1,000			890	U.S. 5	24	512	536	840	750	
12....	N	U.S. 5	24	583	608	950	31....	S	U.S. 5	24	570	594	940	830		
		U.S. 5	24	583	608	950			850	S.R.	21	109	130	190	180	
		U.S. 5 & 2	46	1,000	1,046	1,640			1,460	U.S. 5	9	489	498	800	700	
13....	N	U.S. 5 & 2	46	1,000	1,046	1,640	32....	W	U.S. 5	15	496	505	800	710		
		U.S. 5 & 2	24	576	590	880			770	113	6	252	258	410	360	
		U.S. 2	21	680	681	1,080			950	U.S. 5	34	684	728	1,140	1,030	
14....	W	U.S. 2	47	1,158	1,203	1,930	33....	E	U.S. 5	31	684	728	1,140	1,030		
		U.S. 2	10	196	206	330			290	S.R.	16	156	212	320	300	
		U.S. 2	24	843	857	1,080			790	25 A	10	118	128	200	180	
15....	N	U.S. 2	21	453	474	740	34....	N	U.S. 5	24	572	595	940	830		
		U.S. 2	80	513	603	920			850	U.S. 5	13	530	545	870	760	
		U.S. 4	165	1,698	1,863	2,830			2,600	25 A	9	112	121	190	170	
16....	E	U.S. 4	119	1,211	1,330	2,020	35....	S	U.S. 5	75	1,482	1,557	2,440	2,180		
		U.S. 4	30	568	604	940			840	U.S. 5	75	1,482	1,557	2,440	2,180	
		S.R.	7	93	100	150			140	U.S. 5	56	766	822	1,270	1,150	
17....	N	U.S. 4	80	1,220	1,300	2,020	36....	S	U.S. 5	83	1,041	1,124	1,730	1,570		
		U.S. 4	78	1,242	1,320	2,050			1,830	114	37	406	442	670	620	
		U.S. 4	42	636	678	1,050			950	U.S. 5	33	524	557	860	780	
18....	E	U.S. 4	167	2,306	2,473	4,140	37....	N	U.S. 5	16	267	303	470	420		
		U.S. 4	152	2,124	2,286	3,510			3,150	S.R.	62	415	417	700	670	

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SURVEY OF TRANSPORTATION

¹ The average daily traffic reported is the average for the period, July 16 to October 15. ² For location of stations see Figure 5. ³ Direction of route from station. ⁴ All numbered State-aid routes are designated by route numbers; United States routes by the initials U. S. Unnumbered State-aid roads are designated by the initials S.R., and town roads by T.R. The initial F indicates roads connecting with ferries across Lake Champlain. ⁵ Less than one vehicle per day.

Station	Direction	Route number	Average daily traffic			Maximum daily traffic, total vehicles	Average daily traffic, 1931, total vehicles	Station	Direction	Route number	Average daily traffic			Maximum daily traffic, total vehicles	Average daily traffic, 1931, total vehicles		
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles				
36...	W	S.R.	47	201	248	350	350	60...	S	S.R.	8	17	20	30	30		
		U.S. 4	40	357	397	920	830			61...	S	8	14	183	240	220	
		H.B.	21	152	173	260	240					8	13	208	221	340	
37...	N	U.S. 5	25	439	464	770	650	62...	E	9	9	351	300	300			
		T.R.	20	166	186	280	260			63...	W	9	41	453	504	770	
		U.S. 3	118	1,182	1,300	1,970	1,820					T.R.	1	12	18	20	20
38...	E	U.S. 5	121	1,263	1,384	2,100	1,939	64...	E	9	64	1,315	1,359	2,300	2,240		
		U.S. 5	61	966	1,047	1,630	1,463			65...	E	9	37	1,510	1,394	2,490	2,230
		U.S. 5	68	1,039	1,107	1,720	1,550					9	37	457	494	760	650
39...	W	T.R.	7	61	68	90	90	66...	W	9	37	457	494	760	650		
		U.S. 7	79	1,566	1,645	2,530	2,300			67...	E	S.R.	24	254	278	430	360
		U.S. 7	76	1,566	1,645	2,530	2,300					9	50	673	943	1,470	1,320
40...	N	U.S. 7	59	1,073	1,134	1,710	1,590	68...	W	9	27	644	671	1,060	940		
		U.S. 7	216	2,078	2,294	3,470	3,210			69...	N	11	10	503	313	500	440
		U.S. 7	168	1,116	1,284	1,890	1,800					E	2	82	84	130	120
41...	W	4 A	36	852	890	1,400	1,240	70...	E	11 & 101	12	377	389	620	540		
		U.S. 7	41	870	911	1,430	1,270			71...	N	S.R.	6	76	82	130	110
		S.R.	8	109	117	180	160					11	30	442	472	630	560
42...	N	U.S. 7	32	731	763	1,200	1,070	72...	W	11	24	376	408	620	560		
		U.S. 7	32	731	763	1,200	1,070			73...	E	106	58	751	809	1,240	1,130
		U.S. 7	40	698	736	1,180	1,039					11	91	1,264	1,335	2,080	1,800
43...	W	U.S. 7	45	695	736	1,180	1,039	74...	W	11	45	730	776	1,200	1,080		
		U.S. 7	45	695	736	1,180	1,039			75...	N	12 & 107	15	114	530	640	740
		U.S. 7	45	695	736	1,180	1,039					12	6	274	280	450	390
44...	N	U.S. 7	42	1,424	1,486	2,340	2,080	76...	W	107	14	324	338	530	470		
		U.S. 7	70	1,589	1,659	2,610	2,320			77...	N	12	13	581	594	950	850
		U.S. 7	83	1,286	1,374	2,130	1,920					13	13	583	596	950	850
45...	W	U.S. 7	78	1,163	1,241	1,920	1,720	78...	E	T.R.	9	9	9	20	10		
		U.S. 7	17	217	234	360	330			79...	N	12	48	693	926	1,470	1,310
		U.S. 7	3	35	814	849	1,340					1,190	12	31	516	547	850	760
46...	N	U.S. 7	35	928	976	1,530	1,360	80...	W	12 A	12	358	410	630	570		
		U.S. 7	11	129	140	210	200			81...	N	12	46	948	958	1,360	1,300
		T.R.	11	11	129	140	210					200	12	40	948	958	1,360	1,300
47...	W	U.S. 7	33	844	877	1,380	1,230	82...	S	12 & 18	66	1,219	1,298	2,020	1,810		
		U.S. 7	30	690	719	1,130	990			83...	W	12 & 18	34	618	652	1,020	910
		U.S. 7	15	216	231	330	320					37	842	879	1,350	1,230	
48...	N	U.S. 7	34	463	497	770	690	84...	N	12 & 18	24	624	648	1,020	910		
		U.S. 7	4	31	35	50	50			85...	S	12 & 18	47	1,345	1,391	2,200	1,950
		U.S. 7	37	440	477	750	670					18	23	650	673	1,060	940
49...	W	U.S. 7	41	561	604	930	840	86...	E	T.R.	6	74	89	120	110		
		U.S. 7	46	618	662	1,020	930			87...	W	12	23	263	286	440	400
		S.R.	40	283	263	390	370					12	23	344	367	570	516
50...	N	S.R.	31	145	176	250	230	88...	N	T.R.	2	91	93	150	136		
		U.S. 7	151	1,410	1,561	2,300	2,180			89...	W	12	34	398	432	660	600
		U.S. 7	151	1,410	1,561	2,300	2,180					15	21	410	431	670	600
51...	W	U.S. 7	35	773	826	1,230	1,150	90...	W	12 & 15	39	196	635	980	890		
		U.S. 7	35	773	826	1,230	1,150			91...	N	12	54	468	528	780	710
		U.S. 7	68	1,209	1,277	1,990	1,790					13	34	381	415	650	580
52...	N	U.S. 7	93	1,662	1,755	2,740	2,450	92...	W	S.R.	18	127	145	210	200		
		U.S. 7	36	468	524	810	730			93...	N	12 B	21	242	265	400	370
		U.S. 7	50	576	626	960	880					15	49	582	631	970	880
53...	W	U.S. 7	65	583	648	960	910	94...	E	15	40	403	443	670	620		
		S.R.	6	12	18	30	30			95...	W	T.R.	3	6	9	10	10
		U.S. 7	12	450	471	710	660					14	36	767	803	1,260	1,120
54...	N	2	19	496	515	810	720	96...	W	14	33	764	797	1,260	1,110		
		2	19	496	515	810	720			97...	N	110	24	202	225	340	310
		S.R.	8	43	51	70	70					110	28	324	352	540	490
55...	W	105	39	316	355	550	500	98...	E	14	19	644	665	1,050	930		
		105	17	384	401	630	560			99...	W	14	18	663	681	1,030	950
		2	15	204	230	340	320					14	10	399	409	650	570
56...	N	105 & 101	45	510	565	860	790	100...	N	14	10	656	680	1,080	950		
		105 & 101	45	510	565	860	790			101...	E	107	18	421	439	690	620
		U.S. 7	61	422	483	710	680					14	84	1,045	1,123	1,730	1,580
57...	W	8	61	422	483	710	680	102...	S	14	84	1,045	1,123	1,730	1,580		
		8	61	422	483	710	680			103...	N	14	84	1,045	1,123	1,730	1,580
		U.S. 7	19	150	169	240	240					14	84	1,045	1,123	1,730	1,580

Motor Vehicle Traffic at Vermont Traffic Survey Stations—Continued

Station	Direction	Route number	Average daily traffic			Maximum daily traffic, total vehicles	Average daily traffic—1931, total vehicles	Station	Direction	Route number	Average daily traffic			Maximum daily traffic, total vehicles	Average daily traffic—1931, total vehicles
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles		
82....	E	13	227	2,072	2,359	3,490	3,300	102....	S	101	27	384	391	600	550
	W	15	227	2,072	2,359	3,490	3,300		W	S.R.	69	870	939	1,440	1,310
83....	N	128	13	56	69	100	100	103....	S	S.R.	5	94	99	160	140
	N.E.	128	29	159	188	270	260		E	101	25	263	268	440	400
	W	15	53	603	656	1,090	920	104....	W	101	23	213	236	360	330
84....	S	15	64	722	786	1,200	1,100		N	101	25	718	823	1,150	1,150
	E	15	42	475	517	790	720	105....	S	101	75	748	833	1,150	1,150
	W	15	14	617	631	1,023	940		N	101	51	1,132	1,203	1,800	1,680
85....	E	104	13	130	152	230	210	106....	S	101	51	1,132	1,203	1,800	1,680
	N	11 & 100	60	614	674	1,020	940		N	102	24	106	130	180	180
	S	11 & 100	62	670	732	1,120	1,020		S	102	21	266	287	440	400
	E	T.R.	3	23	26	40	40		W	103	23	213	236	360	340
	W	T.R.	2	17	19	30	30	107....	N	102	34	625	659	1,030	920
86....	E	S.R.	17	222	239	370	330		S	102	9	122	131	200	180
	N	13 & 18	58	1,276	1,334	2,100	1,860		E	T.R.	39	615	654	1,010	910
	W	13 & 18	43	1,069	1,112	1,750	1,550	108....	N	T.R.	39	222	261	380	360
87....	N	S.R.	21	218	239	360	330		E	102	49	188	237	330	330
	S	18	61	690	751	1,150	1,050		W	102	37	358	405	619	570
	E	18	52	610	662	1,010	930	109....	N	103	26	671	697	1,100	970
	W	28 A	16	270	286	440	400		E	103	28	715	750	1,190	1,050
88....	N	S.R.	4	32	36	50	50		W	S.R.	10	258	268	410	370
	E	25 A	23	316	339	520	470	110....	S	103	41	959	991	1,560	1,300
	W	S.R.	1	31	32	50	40		E	S.R.	32	581	613	960	860
89....	N	S.R.	2	30	32	50	46		W	103	41	1,048	1,089	1,720	1,520
	S	30	33	360	393	600	550	111....	S	S.R.	3	60	63	100	90
	E	30	32	353	385	590	540		E	103	33	652	685	1,070	960
90....	N	30 A	11	11	20	20	20		W	103	38	693	731	1,140	1,020
	S	30 A	31	262	293	440	410	112....	S	104	10	106	116	180	160
	E	P. 10	49	339	388	570	540		E	S.R.	12	54	66	90	90
	W	P. 10	33	312	345	520	480	113....	N	S.R.	17	118	135	200	190
91....	N	30 A	27	200	227	340	320		E	S.R.	11	11	12	20	20
	S	30 A	36	190	226	320	320		S	104	22	233	280	430	360
	E	P. 9	43	314	357	500	500	114....	E	S.R.	8	172	180	280	250
	W	30 A	41	294	335	500	470		W	104	30	420	450	700	630
92....	N	30 A	18	126	144	210	200		N	120	37	125	162	220	210
	E	P. 7	17	190	207	320	290		S	T.R.	14	35	49	60	70
	W	P. 7	15	140	155	230	220	115....	E	105	56	354	412	600	580
93....	N	100	26	496	522	820	730		W	105	48	359	407	600	570
	S	103	43	1,043	1,086	1,710	1,520		N	105	87	505	592	860	830
	E	103	24	696	720	1,140	1,010	116....	E	118	56	281	337	480	470
94....	N	100	17	318	335	520	470		W	105	84	529	613	900	860
	S	100	14	259	273	430	390		N	105	39	264	303	440	420
	E	115	2	87	89	140	120	117....	S	S.R.	5	69	74	110	100
	W	100	8	163	171	270	240		E	105	35	196	231	330	320
95....	N	100	1	180	188	300	260		S	S.R.	3	40	43	70	60
	S	S.R.	1	33	36	60	50		E	105	31	328	359	550	500
96....	N	100	1	85	92	140	130		W	105	30	311	361	500	500
	S	100	48	309	357	520	500	118....	S	114	3	30	33	130	120
	E	100 B	48	282	330	460	460		E	105 & 114	17	251	268	420	370
	W	100	76	719	795	1,200	1,110		W	105	16	205	221	340	310
97....	N	100	76	719	795	1,200	1,110		N	106	9	159	168	250	230
	S	S.R.	9	239	268	420	370	119....	S	106	18	299	317	490	440
	E	100	28	545	573	900	800		E	S.R.	10	168	178	280	250
	W	100	30	628	658	1,030	920	120....	N	108	38	272	310	460	430
98....	N	100	14	260	274	430	380		S	106	16	216	232	360	320
	S	108	9	300	309	530	290		E	T.R.	17	56	73	100	100
	E	S.R.	3	51	57	90	80		W	S.R.	12	124	136	210	190
	W	S.R.	9	132	141	220	200	121....	N	109	9	261	270	430	380
100....	N	105	54	459	533	800	750		S	114	8	130	138	220	190
	E	100	89	617	705	1,040	960		E	109	9	218	247	390	350
	W	100	53	239	292	410	410		W	T.R.	9	44	53	80	70
101....	E	100 B	48	318	366	540	510		N	110	12	164	176	270	250
	W	100 B	46	318	366	540	510		S	110	15	212	227	350	320
102....	N	101	58	681	739	1,130	1,030		E	S.R.	2	68	70	110	100

Station	Direction	Route number	Average daily traffic			Maximum daily traffic, total vehicles	Average daily traffic-1931, total vehicles	Station	Direction	Route number	Average daily traffic			Maximum daily traffic, total vehicles	Average daily traffic-1931, total vehicles
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles		
113....	N	114	15	126	141	210	200	136....	S	T.R.	*	3	3		
	S	114	15	233	248	380	340		S.R.	*	*	*			
	W	111	10	136	146	230	200		T.R.	5	35	44	60		
124....	N	S.R.	68	130	198	890	840	137....	T.R.	2	19	21	30		
	W	115	23	162	187	270	260		T.R.	2	19	21	30		
	N	111	84	624	708	1,050	900		T.R.	6	30	36	50		
125....	N	S.R.	2	9	11	20	20	138....	S	S.R.	19	175	194	290	
	W	130	13	148	161	250	230		S.R.	14	103	117	170		
	N	130	11	144	155	240	220		S.R.	11	110	121	180		
126....	N	S.R.	42	377	419	630	590	139....	S	S.R.	26	275	301	460	
	W	S.R.	14	54	68	90	100		S.R.	39	321	360	540		
	N	F.S.	65	461	526	780	740		T.R.	10	29	39	50		
	W	F.S.	39	210	249	390	350		T.R.	17	48	65	90		
127....	N	T.R.	1	9	10	20	10	140....	N	T.R.	26	78	103	140	
	W	T.R.	1	6	7	10	10		T.R.	9	36	47	70		
	N	F.P.	2	32	34	50	50	141....	S	S.R.	18	180	206	290	
	W	F.P.	2	31	33	50	50		S.R.	19	113	131	190		
128....	N	T.R.	5	40	45	70	60		T.R.	9	9	10	20		
	W	T.R.	1	32	33	50	50		T.R.	1	15	15	20		
	N	S.R.	7	62	69	100	100	142....	N	T.R.	9	26	35	50	
	W	S.R.	4	67	71	110	100		T.R.	10	23	33	50		
129....	N	T.R.	3	12	15	20	20		T.R.	1	16	17	20		
	W	T.R.	3	9	12	20	20		T.R.	1	24	25	30		
	N	T.R.	2	2	2	20	20	143....	N	T.R.	1	7	8	10	
	W	T.R.	1	7	7	20	20		T.R.	1	9	9	10		
130....	N	T.R.	6	20	24	40	40		T.R.	1	15	16	20		
	W	T.R.	4	25	29	40	40		T.R.	1	25	26	30		
	N	T.R.	3	9	10	20	20	144....	N	T.R.	4	4	4	10	
	W	T.R.	1	10	10	20	20		T.R.	4	4	4	10		
131....	N	T.R.	3	12	15	20	20		T.R.	1	15	15	20		
	W	T.R.	3	12	15	20	20		T.R.	1	10	10	10		
	N	S.R.	3	24	27	40	40	145....	N	T.R.	2	24	26	40	
	W	T.R.	1	1	1	40	40		T.R.	1	11	11	20		
132....	N	T.R.	3	33	36	60	60		T.R.	2	32	33	50		
	W	T.R.	3	40	43	70	60		T.R.	2	40	42	60		
	N	T.R.	3	8	8	10	10	146....	N	S.R.	13	126	139	210	
	W	T.R.	3	8	8	10	10		S.R.	108	108	160			
133....	N	T.R.	3	32	34	50	50		T.R.	6	31	37	50		
	W	S.R.	46	642	690	1,060	950		T.R.	11	11	20	20		
	N	S.R.	80	785	865	1,310	1,210	147....	S	S.R.	3	53	56	80	
	W	S.R.	42	443	485	740	680		T.R.	3	40	41	60		
134....	N	T.R.	*	3	3	10	10	148....	N	T.R.	3	31	31	50	
	W	T.R.	*	4	4	10	10		T.R.	2	41	43	60		
135....	N	S.R.	*	4	4	10	10		T.R.	2	9	11	20		
	W	S.R.	1	14	15	20	20	149....	N	T.R.	3	56	59	90	
	N	T.R.	1	7	7	10	10		S.R.	4	59	63	90		
136....	N	S.R.	*	4	4	10	10		T.R.	*	6	6	10		

STATE HIGHWAY SYSTEM OF VERMONT

APPENDIX III

FOREIGN MOTOR VEHICLE TRAFFIC AT VERMONT TRAFFIC SURVEY STATIONS¹

Average Daily Passenger Cars and Trucks, July 16 to October 15, 1926

Station ²	Passenger cars				Motor trucks			
	Total ³	Average daily Vermont traffic	Average daily foreign traffic	Per cent foreign traffic	Total ³	Average daily Vermont traffic	Average daily foreign traffic	Per cent foreign traffic
1.....	468	334	134	28.7	32	46	6	11.8
2.....	456	213	243	53.3	32	31	1	4.2
3.....	1,408	770	639	44.7	70	66	4	5.4
4.....	1,718	1,089	629	36.6	126	121	5	4.3
5.....	1,674	1,172	502	30.0	114	112	2	2.0
6.....	1,054	658	396	37.6	70	66	4	5.6
7.....	1,645	1,201	444	27.0	64	63	1	2.2
8.....	2,434	1,870	555	22.8	167	165	2	1.4
9.....	974	796	178	17.8	97	93	4	2.0
10.....	462	262	140	35.9	26	25	1	4.6
11.....	363	211	152	42.0	16	12	4	27.5
12.....	644	368	336	52.1	26	21	5	20.9
13.....	1,004	606	374	44.6	42	42	0	0.0
14.....	1,172	591	581	49.6	46	43	3	6.5
15.....	596	238	358	60.1	28	16	12	42.2
16.....	1,731	1,052	393	22.7	141	138	3	16.0
17.....	1,562	1,043	519	33.2	100	88	12	12.4
18.....	2,633	2,080	553	21.0	170	164	6	3.3
19.....	1,040	662	348	33.5	86	84	2	16.0
20.....	1,130	276	48.0	34	34	3	16.1	
21.....	878	509	369	42.0	32	29	3	9.7
22.....	218	391	327	45.6	33	27	6	17.2
23.....	1,436	630	826	56.7	70	68	2	30.3
24.....	947	380	567	59.9	40	31	9	22.2
25.....	1,126	507	619	55.0	106	88	18	17.3
26.....	1,195	490	706	59.0	64	46	18	28.3
27.....	1,050	517	533	50.8	56	46	10	17.9
28.....	980	417	563	57.4	44	33	11	25.3
29.....	626	329	306	47.7	42	37	5	11.3
30.....	496	247	349	58.6	24	18	6	18.3
31.....	616	254	362	58.7	15	9	6	38.7
32.....	351	400	451	53.0	46	43	3	6.8
33.....	1,007	303	304	30.1	24	20	4	17.0
34.....	1,482	971	511	34.3	75	72	3	4.6
35.....	1,106	795	401	36.3	88	86	2	2.5
36.....	714	550	154	21.6	79	78	1	6.6
37.....	574	443	131	22.8	43	42	1	9.3
38.....	1,306	922	384	29.4	130	128	2	1.9
39.....	1,040	557	483	46.4	68	64	4	5.5
40.....	1,566	197	1,369	87.4	79	72	7	72.5
41.....	2,134	1,304	830	38.9	222	186	36	16.0
42.....	916	246	670	73.1	44	35	9	20.0
43.....	1,731	292	439	60.0	32	27	5	14.7
44.....	696	330	366	52.6	40	36	4	9.1
45.....	325	499	326	39.5	45	43	2	4.3
46.....	1,591	1,083	508	31.9	70	67	3	3.6
47.....	1,333	846	487	36.5	92	87	5	4.9
48.....	926	519	417	44.5	47	44	3	8.9
49.....	673	511	364	41.6	34	33	1	4.2
50.....	463	273	194	41.6	38	37	1	3.2
51.....	774	503	269	34.7	79	76	3	3.3
52.....	1,410	1,105	305	21.6	151	149	2	1.3
53.....	173	539	234	30.3	53	51	2	6.6
54.....	1,480	1,270	410	24.4	98	95	3	2.7
55.....	586	244	242	41.3	60	57	3	5.3
56.....	499	255	244	48.8	20	19	1	1.7
57.....	552	253	299	54.2	41	40	1	1.6
58.....	519	391	228	44.0	46	43	3	6.6
59.....	422	126	296	70.2	61	35	26	42.1
60.....	154	74	80	51.7	18	11	7	37.3
61.....	511	247	264	51.6	22	22	0	32.2
62.....	1,318	487	1,031	67.9	84	53	31	36.7
63.....	457	270	187	40.9	37	32	5	13.2
64.....	396	604	292	32.6	50	46	4	8.1
65.....	381	367	214	56.2	12	10	2	12.5
66.....	447	258	189	42.2	30	26	4	5.4
67.....	1,372	1,060	292	21.3	98	90	8	8.0
68.....	556	395	161	29.0	18	18	0	1.8
69.....	586	451	135	23.1	13	13	0	0.0
70.....	904	728	176	19.5	43	41	2	4.2
71.....	948	788	160	16.9	40	39	1	1.6
72.....	1,344	1,078	266	19.8	68	68	0	0.7
73.....	1,346	1,015	331	24.4	50	49	1	2.3
74.....	349	308	41	11.8	24	24	0	1.1
75.....	702	332	170	24.2	47	45	2	5.2
76.....	428	427	61	12.4	53	52	1	1.8
77.....	614	498	116	18.9	33	34	1	1.8

¹ Foreign traffic includes traffic of all motor vehicles not registered in Vermont.

² For location of stations see Figure 5.

³ Total represents average daily passenger cars and average daily motor trucks passing station on all routes

STATE HIGHWAY SYSTEM OF VERMONT

Foreign Motor Vehicle Traffic at Vermont Traffic Survey Stations—Continued

Station ^a	Passenger cars				Motor trucks			
	Total	Average daily Vermont traffic	Average daily foreign traffic	Per cent foreign traffic	Total ^b	Average daily Vermont traffic	Average daily foreign traffic	Per cent foreign traffic
78.....	768	417	351	45.7	36	31	5	13.4
79.....	916	528	388	42.4	44	42	2	4.9
80.....	738	487	251	34.0	26	26	0	1.5
81.....	1,043	639	406	39.7	34	33	1	1.1
82.....	2,072	1,699	373	18.0	287	279	8	2.7
83.....	790	649	121	15.7	80	79	1	1.1
84.....	616	482	134	21.8	54	53	1	1.6
85.....	662	547	115	17.3	64	63	1	1.2
86.....	1,284	922	362	28.2	59	54	5	8.1
87.....	759	564	195	25.7	67	67	0	0.0
88.....	324	249	75	23.1	22	21	1	3.0
89.....	372	294	78	21.1	34	33	1	3.7
90.....	462	266	196	42.3	56	53	3	6.1
91.....	352	270	82	23.2	33	32	1	1.1
92.....	375	275	100	26.6	46	44	2	4.4
93.....	1,118	711	407	36.4	46	42	4	8.6
94.....	332	270	62	18.6	16	14	2	14.3
95.....	189	164	25	13.3	8	8	0	0.0
96.....	338	304	34	10.2	52	52	0	0.0
97.....	719	626	93	13.0	76	75	1	1.3
98.....	716	609	107	14.9	34	34	0	0.6
99.....	322	262	60	18.6	18	18	0	1.4
100.....	668	437	231	34.6	98	96	2	1.7
101.....	318	264	54	16.8	48	48	0	0.0
102.....	958	543	415	43.3	77	41	36	46.7
103.....	285	186	99	34.8	26	22	4	13.7
104.....	748	562	186	24.8	75	67	8	10.0
105.....	1,152	437	715	62.1	51	24	27	52.0
106.....	292	106	186	63.6	34	23	11	33.6
107.....	681	138	543	79.8	41	11	30	74.0
108.....	389	158	231	59.4	62	23	39	63.3
109.....	827	526	301	36.4	30	27	3	9.1
110.....	1,290	893	397	30.8	57	53	4	7.1
111.....	702	342	360	51.3	37	32	5	12.2
112.....	139	102	37	26.6	20	19	1	4.7
113.....	430	366	64	14.9	30	30	0	0.0
114.....	436	368	71	16.3	78	75	3	3.6
115.....	658	581	77	11.7	114	107	7	5.8
116.....	264	218	46	17.4	40	40	0	0.0
117.....	350	176	174	49.8	32	24	8	23.8
118.....	268	207	61	22.8	18	17	1	4.6
119.....	313	234	79	25.1	18	17	1	6.6
120.....	334	297	37	11.0	42	41	1	2.2
121.....	336	96	240	71.3	18	14	4	20.0
122.....	222	193	29	12.9	14	14	0	1.8
123.....	248	147	101	40.8	19	19	0	1.3
124.....	658	313	345	52.1	88	87	1	1.7
125.....	150	44	106	71.0	13	8	5	59.2
126.....	551	363	188	34.1	80	78	2	2.4
127.....	39	30	9	23.2	2	2	0	0.0
128.....	100	94	6	6.4	4	4	0	0.0
129.....	16	14	2	11.8	4	4	0	0.0
130.....	30	30	0	0.0	4	4	0	0.0
131.....	29	27	2	6.3	3	3	0	0.0
132.....	41	40	1	1.7	3	3	0	0.0
133.....	951	643	308	32.4	86	78	8	9.4
134.....	6	6	0	0.0	1	1	0	0.0
135.....	13	13	0	0.0	1	1	0	0.0
136.....	4	4	0	0.0	1	1	0	0.0
137.....	62	54	8	12.9	9	9	0	0.0
138.....	194	160	34	17.5	22	22	0	2.0
139.....	312	212	100	32.1	38	25	12	32.3
140.....	82	79	3	3.3	26	26	0	0.0
141.....	214	204	10	4.7	19	19	0	0.0
142.....	44	43	1	1.8	10	10	0	0.0
143.....	28	27	1	4.7	2	2	0	0.0
144.....	18	17	1	5.1	1	1	0	0.0
145.....	54	52	2	3.6	2	2	0	0.0
146.....	138	134	4	2.9	14	14	0	0.0
147.....	53	52	1	1.7	3	3	0	0.0
148.....	40	36	4	10.0	2	2	0	0.6
149.....	60	39	21	33.2	4	3	1	28.6

Station	Direction	Route number	Average daily motor trucks							Station	Direction	Route number	Average daily motor trucks							
			Total	Empty	Loaded trucks				Total				Empty	Loaded trucks						
					Total	1/2-1 1/4 tons capacity	1-2 1/4 tons capacity	2-4 tons capacity						4-7 1/2 tons capacity	Total	1/2-1 1/4 tons capacity	1-2 1/4 tons capacity	2-4 tons capacity	4-7 1/2 tons capacity	
36	S	U.S. 5	16	5	11	7	4			61	S	S.R.	3	2	1	1				
	E	S.R.	62	27	35	24	11				E	8	14	7	7	1				
	W	12 B	47	18	29	19	10					9	13	6	7	1				
	N	U.S. 5	40	18	22	15	7					9	4	4	5	1				
37	S	U.S. 5	21	14	7	3				62	S	41	19	22	19					
	E	U.S. 5	25	10	15	10	5				E	1	1							
	N	T.R.	20	9	11	6						9	54	32	52	34	15	2	2	1
38	S	U.S. 5	118	34	84	38	26			63	S	9	37	20	17	7	8	2	2	
	E	U.S. 5	125	40	85	41	23				E-W	9	24	18	21	2	2	1	1	
	N	U.S. 5	65	30	35	21	8			64	S	24	18	11	8	2	2	1	1	
39	S	U.S. 5	68	35	33	24	8				E	9	50	23	27	22	4	4	1	1
	E	T.R.	7	6	1	1				65	S	9	27	16	18	3	2	1	1	
	N	U.S. 7	79	40	39	26	11	2			N	11	10	5	5	4	1	1		
40	S	U.S. 7	59	26	33	27	5				E	101	2	1	1					
	E	U.S. 7	216	98	121	89	30	2		66	S	11 & 101	12	6	3	2	1	1		
	N	U.S. 7	150	73	77	56	26	1			E	30	11	19	6	6	1	1		
41	S	U.S. 7	41	17	24	16	8				E	11	24	9	15	4	4	1	1	
	E	S.R.	8	2	6	4	2			67	S	106	58	30	20	20	9	9	1	1
	N	U.S. 7	32	12	20	14	4	2			E	11	46	47	44	31	12	1	1	
43	S	U.S. 7	40	16	24	18	2			68	S	11	11	11	16	6	6	1	1	
	E	U.S. 7	48	17	31	22	4	2			N	107 & 12	16	9	7	7	5	1	1	
	N	U.S. 7	62	24	38	34	4				E	12	12	6	2	2	2	2		
44	S	U.S. 7	70	29	41	35	6			69	S	107	14	3	3	7	6	1	1	
	E	S.R.	9	4	5	4	1				N	12	13	5	8	8	6	6		
	N	U.S. 7	68	35	33	48	4	1			E	12	13	5	2	2				
47	S	U.S. 7	78	33	45	40	4	1		70	S	T.R.	43	23	20	16	4	4		
	E	U.S. 7	17	4	13	13	2				N	12	31	17	14	12	2	2		
	N	U.S. 7	35	17	18	20	3	1			E	12	6	6	4	4	1	1		
48	S	U.S. 7	48	17	31	25	2			71	S	12 A	40	21	19	14	5	5	1	1
	E	T.R.	11	5	6	4	1				N-S	12 R	66	36	30	21	7	7	2	2
	N	U.S. 7	33	20	13	10	3			72	S	12 R	34	18	16	10	5	5	1	1
49	S	U.S. 7	20	12	8	5	2				E	12 R	37	21	16	13	2	2	1	1
	E	U.S. 7	116	15	7	5	2				N	12 & 18	24	11	11	11	6	6	1	1
	N	U.S. 7	34	13	21	19	2			73	S	12 & 18	24	11	11	19	7	6	1	1
50	S	U.S. 7	4	4	4	4	4				E	12	21	21	26	19	19	1	1	
	E	S.R.	37	13	24	22	2			74	S	18	23	13	4	4	7	7		
	N	U.S. 7	41	13	28	24	3	1			E	T.R.	12	17	11	11	2	2	2	2
51	S	U.S. 7	46	13	33	28	4	1			N	12	23	12	22	8	8	2	2	
	E	U.S. 7	40	13	27	26	1				E	T.R.	2	1	1	1	1	1	1	
	N	S.R.	31	12	19	18	1			75	S	12	34	10	15	12	2	1	1	
52	S	U.S. 7	151	76	75	75	8	1			N	15	21	9	12	11	1	1		
	E	U.S. 7	53	28	25	21	1			76	S	12 & 15	39	20	19	15	3	3	1	1
	N	U.S. 7	68	38	30	30	1	3			E	12	54	16	38	29	8	8	1	1
54	S	U.S. 7	93	38	55	44	7				N	12	12	13	21	15	6	6	2	2
	E	U.S. 7	26	17	9	4	3	2			E	12	34	13	21	15	2	2	1	1
	N	U.S. 7	6	3	3	2	1			77	S	S.R.	18	3	15	13	7	7	6	6
55	S	U.S. 7	65	35	30	28	5	4	3		E	12 B	21	8	13	10	10	2	2	
	E	S.R.	90	26	64	44	2	3			N	15	19	30	18	18	10	10	2	2
	N	U.S. 7	12	5	7	5	1			78	S	15	40	15	23	12	11	11	2	2
56	S	U.S. 7	19	9	10	7	1				E	T.R.	36	15	21	19	10	10	1	1
	E	S.R.	8	5	3	2	1				N	14	33	13	26	18	8	8	2	2
	N	U.S. 7	39	10	29	23	3	1		79	S	110	24	12	12	4	4	4	4	
57	S	U.S. 7	17	4	13	11	2				E	110	28	13	15	7	7	7	7	
	E	U.S. 7	26	7	16	16	1				N	14	19	9	10	5	5	5	5	
	N	U.S. 7	46	20	26	18	8			80	S	14	18	8	10	5	5	5	5	
58	S	U.S. 7	61	32	29	23	6				E	14	10	5	5	3	3	3	3	
59	S	U.S. 7	19	9	10	7	1				N	14	10	5	5	3	3	3	3	
60	S	U.S. 7	19	9	10	7	1				E	14	10	5	5	3	3	3	3	

STATE HIGHWAY SYSTEM OF VERMONT

Motor Truck Traffic at Vermont Traffic Survey Stations—Continued

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Sta- tion ¹	Direc- tion ¹	Route number ¹	Average daily motor trucks							Sta- tion ¹	Direc- tion ¹	Route number ¹	Average daily motor trucks							
			Total	Empty	Loaded trucks				Total				Empty	Loaded trucks						
					Total	1/2-1 1/4 tons ca- pacity	2-2 1/4 tons ca- pacity	3-4 tons ca- pacity						5-7 1/2 tons ca- pacity	Total	1/2-1 1/4 tons ca- pacity	2-2 1/4 tons ca- pacity	3-4 tons ca- pacity	5-7 1/2 tons ca- pacity	
80...	E	14	24	13	11	8	3		90...	E	S.R.	3	1	4	4					
	W	107	18	10	8	5	3			W	S.R.	9	3	6	5					
81...	N-S	14	86	63	41	36	4	1	100...	N	103	54	25	29	19	18				
	E-W	15	207	190	97	86	9	1		W	100	89	32	37	26	29	2			
82...	N	S.R.	13	3	3	8	2			N	100	33	20	33	20	12	1			
	N-E	13	20	11	18	15	3		101...	E-W	100 B	48	16	16	22	20	11			
	E	15	33	19	34	29	4	1	102...	N	101	58	22	32	20	11				
	W	15	64	25	39	34	4	1		W	101	27	15	12	8	4				
84...	S	13	42	23	19	16	2	1		S	S.R.	69	29	40	29	9				
	E	15	54	31	23	18	3	2	103...	S	S.R.	5	2	3	3					
	W	104	13	8	5	4	1			E	101	23	9	16	12	3				
85...	N	15 & 100	60	29	31	21	9	1		W	101	9	14	10	3					
	S	15 & 100	61	30	32	22	9	1	104...	N-S	101	75	33	42	25	15				
	E	T.R.	3	1	2	2				W	101	51	20	31	20	7				
	W	T.R.	2	2	7	10	9		106...	N	102	24	13	11	7	1				
86...	N	15 & 16	17	7	10	9	7			W	102	21	12	12	9	8				
	W	15 & 16	38	28	30	23	7		107...	N	105	23	11	12	12	8				
	E	15 & 16	43	22	21	15	6			W	102	34	4	4	15	2				
87...	N	18	21	11	10	5	4	1		E	T.R.	39	18	21	18	5				
	S	18	61	33	28	19	8	1	108...	N	101	49	19	30	23	7				
	E	18	32	30	22	13	6	1		W	102	37	16	21	20	1				
88...	N	25	16	6	10	6	4		109...	N	103	25	12	13	11	2				
	S	25	4	3	1	1	1			E	103	25	12	13	11	2				
	W	25	23	11	12	6	6		110...	S	S.R.	10	4	6	4	2				
89...	N	30	1	1	1	1	1			E	103	41	21	20	14	5				
	W	30	53	10	23	21	1	1	111...	S	S.R.	32	16	16	12	4				
	E	30	32	10	22	20	1	1		W	103	41	20	21	15	5				
90...	N	30 A	30	10	23	21	1	1	112...	E	103	35	13	20	12	7				
	S	30 A	30	10	22	20	1	1		W	103	35	16	22	14	8				
	E	30 A	49	17	32	31	1		113...	N	104	10	6	4	4					
	W	F. 10	33	10	23	22		1		W	S.R.	12	10	2	2					
91...	N	30 A	27	10	17	16	1			E	104	17	11	6	6					
	S	30 A	36	13	23	21	2		114...	N	104	22	6	16	15	1				
	W	F. 9	43	16	27	25	3			E	S.R.	8	3	3	5	4				
92...	N	30 A	41	10	31	28	5			W	104	30	9	21	19	2				
	S	30 A	18	4	14	14			115...	N	120	37	15	22	21	1				
	E	F. 7	17	5	12	11	1			W	T.R.	14	8	6	6					
	W	F. 7	15	4	11	10	1		116...	N	105	58	27	31	31	29				
93...	N	100	43	13	15	11	2			W	105	48	19	29	28	1				
	S	100	24	13	11	8	2		117...	N	105	87	40	47	43	1				
	W	100	17	9	17	8	1			W	118	56	30	36	17	9				
94...	N	100	14	6	8	5	2		118...	N	105	84	35	49	41	8				
	S	100	2	1	1	1	1		116...	W	105	39	21	18	10					
	W	100	2	1	1	1	1		117...	S	S.R.	5	5	20	12	6				
95...	N	100	8	3	3	3	3			E	105	3	2	1	1					
	S	100	8	3	3	3	4	1	117...	W	105	31	14	17	13	4				
	E	100	1	1	1	1	1		118...	N	105	30	13	17	13	4				
96...	N	100	3	3	4	4	4			W	114	3	1	2	2					
	S	100	48	20	28	15	2		118...	E	108 & 114	17	9	8	6	2				
	W	100 B	48	21	27	13	2		119...	N	105	16	8	8	6	2				
97...	N-S	100	76	36	40	36	3	1		W	106	9	3	6	6	2				
98...	N	100	9	5	4	5	1		119...	S	106	18	6	12	9	3				
	S	100	28	16	11	11	1			E	106	10	4	6	6					
	E	100	30	17	13	12	1		120...	N	108	32	22	16	15	1				
99...	N	100	14	5	5	5	1			W	108	16	11	5	4	1				
	S	100	9	3	7	6	1													

SURVEY OF TRANSPORTATION

Sta- tion	Direc- tion	Route number	Average daily motor trucks						Sta- tion	Direc- tion	Route number	Average daily motor trucks									
			Total	Empty	Loaded trucks							Total	Empty	Loaded trucks							
					Total	1/4-1/2 ton ca- pacity	1-2 1/4 ton ca- pacity	3-4 ton ca- pacity						4-7 1/2 ton ca- pacity	Total	1/4-1/2 ton ca- pacity	1-2 1/4 ton ca- pacity	3-4 ton ca- pacity	4-7 1/2 ton ca- pacity		
120...	E	T.R.	17	7	10	40			138...	N	S.R.	1		1							
	W	S.R.	12	7	5	5				S	S.R.	1		1							
121...	N	T.R.	9	6	3	2	1			W	T.R.										
	W	S.R.	8	5	3	2	1			E	T.R.										
	E	T.R.	9	4	5	5			136...	N	S.R.										
	W	S.R.	9	5	4	2	2			W	T.R.										
122...	N	T.R.	12	5	7	4	3			E	S.R.										
	W	S.R.	15	7	8	5			137...	N	T.R.	5		2							
	E	T.R.	2	2	2	2				W	S.R.	3		2							
123...	N	S.R.	14	7	6	2				E	T.R.	2		1							
	W	T.R.	15	6	5	2			138...	N	S.R.	19		16							
	E	S.R.	14	5	4	30				W	T.R.	14		12							
124...	N	S.R.	10	6	40	9				E	S.R.	16		10							
	W	T.R.	11	11	10	9	1		139...	N	S.R.	11		10							
	E	S.R.	25	14	10	1				W	T.R.	26		18							
	W	T.R.	11	35	49	33	9			E	S.R.	39		25							
125...	N	S.R.	2	2	2	2				W	T.R.	10		6							
	W	T.R.	13	6	5	5	2		140...	N	S.R.	10		5							
	E	S.R.	42	6	5	4	1			W	T.R.	15		10							
126...	N	S.R.	14	26	16	15	1			E	S.R.	18		15							
	W	T.R.	16	11	3	3			141...	N	T.R.	18		10							
	E	F.S.	65	43	22	20	2			W	S.R.	19		10							
127...	N	T.R.	39	1	15	14				E	T.R.	1		1							
	W	S.R.	1						142...	N	T.R.	9		5							
	E	T.R.	2	2						W	S.R.	10		6							
128...	N	F.S.	2	2						E	T.R.	1		1							
	W	T.R.	5	5	5				143...	N	T.R.	1		1							
	E	S.R.	7	2	5	5				W	S.R.	7		3							
129...	N	T.R.	3	3	3	3			144...	N	T.R.	1		1							
	W	S.R.	3	3	3	3				W	T.R.	1		1							
	E	T.R.	2	1	1	1			145...	N	T.R.	2		2							
130...	N	T.R.	1	1	1	1				W	S.R.	2		2							
	W	T.R.	1	2	2	2			146...	N	T.R.	2		2							
	E	S.R.	3	3	3	3				W	S.R.	3		3							
131...	N	T.R.	1	1	1	1			147...	N	T.R.	3		3							
	W	T.R.	3	3	3	3				W	S.R.	3		3							
	E	S.R.	3	3	3	3			148...	N	T.R.	1		1							
132...	N	T.R.	3	3	3	3				W	S.R.	1		1							
	W	T.R.	3	3	3	3			149...	N	T.R.	2		2							
	E	S.R.	3	3	3	3				W	S.R.	2		2							
133...	N	T.R.	1	1	1	1				E	T.R.	1		1							
	W	T.R.	1	1	1	1			148...	N	T.R.	1		1							
	E	S.R.	1	1	1	1				W	S.R.	1		1							
134...	N	T.R.	1	1	1	1			149...	N	T.R.	1		1							
	W	T.R.	1	1	1	1				W	S.R.	1		1							
	E	S.R.	1	1	1	1				E	T.R.	1		1							

STATE HIGHWAY SYSTEM OF VERMONT

APPENDIX V

Average Gross Weight of Loaded Motor Trucks by Capacity Classes at Vermont Traffic Survey Weight Stations

Station ¹	Direction ²	Route number ³	1½-1¾ ton trucks		2-2½ ton trucks		3-4 ton trucks		5-7¼ ton trucks	
			Number of loaded trucks weighed ⁴	Average gross weight	Number of loaded trucks weighed ⁴	Average gross weight	Number of loaded trucks weighed ⁴	Average gross weight	Number of loaded trucks weighed ⁴	Average gross weight
				Pounds		Pounds		Pounds		Pounds
1.....	N	U.S. 7	63	5,160	9	15,730	1	13,500		
	S	U.S. 7 & U.S. 2	86	5,370	9	15,730	3	15,470		
	W	U.S. 2	41	5,390	7	13,750	2	16,400		
5.....	N	T.R.	1	3,400						
	S	116	58	4,720	6	12,550				
	E	U.S. 2	81	4,190	24	13,460	4	13,900		
	W	U.S. 2	123	4,460	30	13,280	4	13,900		
7.....	E-W	U.S. 2	85	5,370	16	11,370	3	14,700		
8.....	S	U.S. 2	227	5,890	29	12,220	3	16,230		
	E	U.S. 2	54	5,730	5	13,650				
	W	U.S. 2	279	5,870	37	12,530	3	16,230		
9.....	N	U.S. 2	95	5,300	14	12,660				
	S	110	40	5,570	5	14,240				
	E	U.S. 2	68	4,640	11	12,390				
	W	S.R.	37	4,690	4	14,450				
14.....	N	U.S. 2	31	4,850	7	10,840	1	14,900		
	S	18	26	5,400	5	13,350	3	13,300		
	W	U.S. 4	53	5,100	13	12,000	4	13,700		
17.....	N	U.S. 4	30	4,710	6	11,880	1	14,800		
	S	S.R.	3	3,370						
	E	U.S. 4	135	5,040	13	11,220	4	13,100		
	W	U.S. 4	129	5,310	11	10,850	5	13,440		
18.....	N	U.S. 4	66	4,380	6	12,200				
	S	213	213	4,000	29	13,070	5	14,420		
	E	U.S. 4	159	4,750	23	13,300	5	14,420		
	W	U.S. 5	40	4,770	10	11,860	5	17,700		
24.....	N	U.S. 5	35	4,850	10	11,860	5	16,650		
	S	U.S. 5	35	4,850	10	11,860	5	16,650		
	E	T.R.	9	4,210	1	11,400	1	11,400		
	W	U.S. 3	20	6,120	23	12,840	3	18,170		
25.....	N	U.S. 3	11	6,690	75	13,640	4	16,980		
	S	81	81	6,400	54	13,930	1	13,400		
	E	U.S. 5	40	4,880	2	14,200	12	17,470		
	W	U.S. 5	64	4,950	6	12,370	12	17,470		
27.....	N	U.S. 5	36	4,930	4	11,450				
	S	U.S. 5	38	5,320	4	11,700	1	10,800		
	E	U.S. 5	45	5,190	4	11,700	1	10,800		
	W	S.R.	7	4,460						
34.....	N-S	U.S. 5	99	5,480	25	10,740	4	10,500		
41.....	N	U.S. 7	58	4,380	13	11,150	4	11,600		
	S	U.S. 7	205	5,830	70	13,050	8	12,650	1	22,500
	W	4 A	153	5,660	27	13,480	4	13,700	1	22,500
45.....	N-S	U.S. 7	54	5,150	6	14,520	7	16,940		
46.....	N	U.S. 7	72	5,170	9	10,640	1	10,700		
	S	U.S. 7	85	4,860	12	11,730	1	10,700		
	E	S.R.	13	3,150	3	16,800				
	W	U.S. 7	49	5,360	11	11,240	2	12,800		
49.....	N	U.S. 7	27	5,930	7	10,970	1	13,600		
	S	116	24	4,590	5	11,760				
52.....	N-S	U.S. 7	138	5,000	22	10,920	2	11,050		
54.....	N	U.S. 7	73	4,040	14	11,650	6	18,180	2	19,200
	S	U.S. 7	117	4,200	19	11,160	4	17,330	2	17,500
	E	105	46	4,400	7	10,840	3	20,030	1	20,600
62.....	S	T.R.	1	11,600						
	E	9	90	5,380	31	12,480	6	13,750	3	16,830
	W	9	90	5,380	39	12,460	6	13,750	3	16,830
63.....	N	16	16	4,120	19	13,900	8	12,660		
78.....	E-W	T.R.								
	N	47	47	5,070	5	11,440				
	S	14	47	5,070	5	11,440				
85.....	N	S.R.	17	5,430	6	9,670				
	W	128	40	5,710	5	9,870				
	E	15	74	5,440	6	11,000	4	15,620		
	W	15	86	5,430	7	10,810	4	15,620		
93.....	N	100	25	4,460	5	14,320				
	S	103	41	5,140	8	12,580	2	14,200		
	W	103	20	6,090	3	9,670	2	14,200		
102.....	N	101	56	5,130	16	10,090	4	15,150		
	S	101	18	3,990	10	10,790				
	W	S.R.	64	4,630	24	10,520	6	16,700		
105.....	N-S	101	49	4,800	13	11,480	11	16,640		
113.....	N	S.R.								
	S	104	29	4,900	3	11,460	1	14,600		
	E	11	11	4,488	2	13,560				
	W	104	40	4,760	6	11,700	2	14,400		

¹ For location of stations see Figure 5.
² Direction of route from station.
³ All numbered State-aid routes are designated by route number; United States routes by the initials U.S. Unnumbered State-aid roads are designated by the initials S.R., and town roads by T.R. The initial F. indicates roads connecting with ferries across Lake Champlain.
⁴ Total number of loaded trucks on each route during three 10-hour observations.

APPENDIX VI

Traffic Classification of Vermont Highways¹

Highway section	Route number	Miles	Average daily traffic 1926 ²			Average daily traffic 1931 ³			Average daily traffic 1936 ⁴		Classification ⁵
			Total motor vehicles	Total motor trucks	Total trucks of 2 to 7½-ton capacity ⁶	Total motor vehicles	Total motor trucks	Total trucks of 2 to 7½-ton capacity ⁶	Total motor vehicles	Total motor trucks	
Rutland to W. Rutland	U.S. 4 (F)	2.0	3,648	164	22	3,700	220	30	4,600	270	A
Montpelier to Barre	U.S. 2 (F)	2.1	2,576	161	20	3,600	210	40	4,500	260	A
Winooski to Essex Junction	15 (F)	2.6	2,359	287	22	3,300	390	30	4,100	490	A
Bennington to Jct. with Rd. to N. Bennington	U.S. 7 (F)	0.7	2,294	216	13	3,200	300	75	4,000	370	A
St. Albans to Jct. with 105	U.S. 7 (F)	0.2	1,755	93	18	2,500	130	25	3,100	160	A
Burlington to Jct. with 116	U.S. 2 (F)	1.0	1,751	108	21	2,400	140	30	3,000	180	A
Waterbury to Montpelier	U.S. 2 (F)	11.6	1,709	64	13	2,400	93	20	3,000	120	A
Rutland to Jct. E. of Pittsford	U.S. 7 (F)	0.7	1,659	70	.....	2,300	93	.....	2,900	120	A
Pownal to Massachusetts line	U.S. 7 (F)	2.2	1,645	55	.....	2,300	100	30	2,900	130	A
Bennington to New York line	U.S. 7 (F)	3.2	1,599	84	28	2,200	130	45	2,800	140	A
St. Johnsbury to Lyndonville	U.S. 5 (F)	7.1	1,557	75	17	2,200	100	25	2,700	130	A
Winooski to Jct. with 117	U.S. 7 (F)	3.7	1,522	100	.....	2,200	145	.....	2,700	180	A
Battleboro to Jct. with 94	U.S. 3 (F)	1.1	1,493	88	27	2,100	120	35	2,600	150	A
Jct. 117 to Jct. with U.S. 2	U.S. 7 (F)	3.2	1,478	73	.....	2,100	100	.....	2,600	120	B
Brandon to Jct. E. of Pittsford	U.S. 7 (F)	12.8	1,362	82	.....	1,998	110	.....	2,400	140	B
Charlotte to Burlington	U.S. 7 (F)	9.3	1,339	125	.....	1,900	170	20	2,300	210	B
Fair Haven to New York line	U.S. 4 (F)	1.6	1,330	119	17	1,900	160	25	2,300	200	B
Pownal to Bennington	U.S. 7 (F)	7.0	1,316	64	25	1,800	90	35	2,300	110	B
Fair Haven to W. Rutland	U.S. 4 (F)	10.4	1,302	79	12	1,800	110	15	2,300	130	B
N. Bennington to Jct. with U.S. 7	S.R.	3.0	1,284	162	45	1,800	220	60	2,200	280	B
Swanton to Jct. with 105	U.S. 7 (F)	7.1	1,277	68	.....	1,800	90	.....	2,200	120	B
St. Johnsbury to Jct. with 18	U.S. 2 (F)	1.9	1,205	47	11	1,700	65	15	2,100	85	B
Battleboro to Massachusetts line	U.S. 3 (F)	8.0	1,203	11	.....	1,700	70	.....	2,100	90	B
Newport to Derby Line	U.S. 3 (F)	4.0	1,171	38	16	1,600	120	40	2,000	150	B
Acuteville to Windsor	U.S. 3 (F)	4.7	1,148	63	12	1,600	85	15	2,000	110	B
S. Shaftsbury to Jct. with Rd. to N. Bennington	U.S. 7 (F)	3.5	1,134	59	11	1,600	80	15	2,000	100	B
Barre to Williamstown	14 (F)	4.8	1,129	84	11	1,600	110	13	2,000	140	B
Lyndonville to Jct. with 114	U.S. 5 (F)	1.4	1,124	83	22	1,600	110	30	2,000	140	B
W. Danville to St. Johnsbury	U.S. 5 (F)	8.5	1,112	43	12	1,600	60	15	1,900	75	B
Rutland to Mendon	U.S. 4 (F)	2.4	1,109	83	35	1,600	100	40	1,900	130	B
Waterbury to Jct. with 116	U.S. 2 (F)	21.0	1,108	60	19	1,500	75	25	1,800	95	B
Putney to Jct. with 9	U.S. 3 (F)	7.3	1,101	30	24	1,500	80	30	1,900	100	B
Proctorville to Jct. with 100	103 (F)	4.6	1,086	42	.....	1,500	60	.....	1,900	70	C
Barnet Sta. to St. Johnsbury	U.S. 5 (F)	9.0	1,046	46	.....	1,400	65	.....	1,800	80	C
N. Bennington to S. Shaftsbury	S.R.	2.2	1,022	45	.....	1,400	60	.....	1,800	80	C
Rutland to Jct. with 103	U.S. 7 (F)	3.8	1,016	53	.....	1,400	70	.....	1,800	90	B
Proctorville to Chester	103 (F)	8.7	991	41	.....	1,400	55	.....	1,700	70	C
Montpelier to Jct. S. of Northfield	11 (F)	9.4	982	40	10	1,400	55	15	1,700	70	C
Brandon to Jct. with town road N.	U.S. 7 (F)	1.0	976	48	.....	1,400	65	.....	1,700	80	C
Windsor to White River Jct.	U.S. 5 (F)	14.6	946	43	10	1,300	60	15	1,600	75	C
West Brattleboro to Brattleboro	9 (F)	1.9	943	39	.....	1,300	70	.....	1,600	85	C
Granville, N. Y. to Jct. with 101	S.R.	1.8	939	69	.....	1,300	90	20	1,600	110	C
Barre to R. Barre	U.S. 2 (F)	2.2	906	68	13	1,300	85	15	1,600	110	C
S. Shaftsbury to Manchester Center	U.S. 7 (F)	16.5	901	39	14	1,300	55	20	1,600	65	C
Putney to Bellows Falls	U.S. 5 (F)	11.6	898	34	10	1,300	45	15	1,600	60	C
Middlebury to Jct. E. of Middlebury	U.S. 7 (F)	3.6	877	33	.....	1,200	45	.....	1,500	60	C
Bristol to Jct. with Rd. to Beldens	116 (F)	3.0	865	80	.....	1,200	110	.....	1,450	140	D
Salisbury to Jct. with town road	101 (F)	6.0	849	35	.....	1,200	50	.....	1,450	60	D
Brattleboro to W. Dummerston	101 (F)	0.0	823	75	31	1,200	100	40	1,400	130	D
W. Burke to Jct. with 114	U.S. 5 (F)	7.8	822	56	16	1,100	75	20	1,400	95	D
Springfield to Jct. with U.S. 3	11 (F)	3.2	818	58	23	1,100	120	30	1,400	150	D
Springfield to Jct. at N. Springfield	106 (F)	2.8	809	38	10	1,100	80	15	1,400	100	D
St. Albans to Jct. with U.S. 2	U.S. 7 (F)	16.6	808	49	.....	1,100	65	.....	1,400	85	D
Hardard to Jct. with town road to Norwich	14 (F)	1.1	803	35	.....	1,100	50	.....	1,400	60	D
Grand Lake to Jct. with U.S. 7	U.S. 2 (F)	14.5	802	38	.....	1,100	55	.....	1,400	70	D

¹ The traffic classification includes the entire Federal-aid system of 1,043 miles, 913 of the 925 miles of numbered State-aid routes, and 238 miles of unnumbered State-aid roads.

² Route numbers shown for all numbered routes. Routes designated as S. R. are unnumbered State-aid roads. (F) indicates Federal-aid system. The initial F, before a route number indicates routes connecting with ferries across Lake Champlain.

³ Average daily motor vehicle traffic for the period July 16 to October 15 of each year.

⁴ Total trucks of 2 to 7½-ton capacity not shown where less than 10 per day.

⁵ Classification based on following class limits except as indicated in footnote 6.

Classification	Average daily motor vehicles		
	1926	1931	1936
A-Major 1	Over 1,500	Over 1,500	Over 1,500
B-Major 2	800-1,500	Over 1,500	Over 1,500
C-Medium 1	800-1,500	800-1,500	Over 1,500
D-Medium 2	800-1,500	800-1,500	800-1,500
E-Medium 3	less than 800	800-1,500	800-1,500
F-Minor 1	less than 800	less than 800	800-1,500
G-Minor 2	less than 800	less than 800	less than 800

⁶ Classification of these sections on which traffic as shown is lower than or in excess of classification limits is based upon consideration of total traffic, total motor truck traffic, number of large-capacity trucks, connections with other routes, and abnormality of 1926 traffic due to construction, detours or condition of highway.

⁷ Estimated traffic.

Traffic Classification of Vermont Highways—Continued

Highway section	Route number*	Miles	Average daily traffic 1926†			Average daily traffic 1931‡			Average daily traffic 1936§		Classification¶
			Total motor vehicles	Total trucks	Total trucks of 2 to 7½-ton capacity*	Total motor vehicles	Total trucks	Total trucks of 2 to 7½-ton capacity*	Total motor vehicles	Total trucks	
Wallingford to Jct. with 103	U.S. 7 (F)	4.8	800	45	11	1,100	60	15	1,400	75	D
Stowe to Watbury	100 (F)	9.6	795	76	11	1,100	100	15	1,400	130	E
Acushnetville to New Hampshire line*	S.R.	0.3	779	48	.....	1,100	65	.....	1,400	85	D
Center Rutland to Proctor	3	4.8	778	42	.....	1,100	55	.....	1,400	70	E
Chester to Springfield	11	5.7	776	46	.....	1,100	65	.....	1,400	80	E
Hartford to White River Jct.†	14 (F)	1.7	767	36	.....	1,100	50	.....	1,300	60	D
E. Montpelier to Jct. with U.S. 2*	12 (F)	5.0	762	50	10	1,100	70	15	1,300	85	D
Gassetta to Jct. with 106†	S.S. (F)	8.4	752	54	.....	1,850	75	.....	1,300	35	Y
Manchester Center to Wallingford	U.S. 7 (F)	23.7	748	36	10	1,000	50	15	1,300	40	E
N. Royalton to Jct. with town road to Norwich	14 (F)	22.3	735	25	.....	1,000	35	.....	1,300	45	E
Bridgewater to White River Jct.	U.S. 4 (F)	19.8	727	29	.....	1,000	40	.....	1,300	50	E
Essex Jct. to Jericho	* 15 (F)	6.4	720	58	.....	1,000	80	.....	1,300	100	E
Jct. with U.S. 7 to Jct. with 100	103 (F)	16.5	713	25	.....	1,000	35	.....	1,200	40	E
Sallybury to Jct. near E. Middlebury	U.S. 7 (F)	6.5	710	25	.....	1,000	35	.....	1,200	35	E
Brandon to Forestdale	115	2.7	708	84	20	1,000	110	25	1,200	140	E
Newport to Jct. with 105	100 (F)	2.7	706	89	41	1,000	120	55	1,200	150	E
Chester to Bellows Falls	103 (F)	12.0	697	85	11	1,000	50	15	1,200	60	E
Hyde Park to Morrisville	15 (F)	2.4	703	61	17	1,000	80	20	1,200	100	E
E. Montpelier to W. Danville	18 (F)	19.7	693	50	18	1,000	70	25	1,200	85	E
Jct. with U.S. 2 to New Hampshire line	18 (F)	10.1	681	21	.....	1,000	30	.....	1,200	35	E
Poultney to New York line†	30	0.7	672	35	.....	940	65	.....	1,200	85	E
Cambridge to Jeffersonville	15 (F)	2.5	671	54	.....	940	75	.....	1,200	95	E
White River Jct. to Jct. to Lewiston	U.S. 5 (F)	4.7	671	43	.....	940	60	.....	1,200	75	E
W. Brattleboro to Jct. with Rd. to Marlboro	9	5.8	671	27	.....	940	35	.....	1,200	45	F
Canaan to Colebrook*	102	8.1	659	34	.....	920	45	.....	1,100	60	F
E. Barre to Orange	U.S. 2 (F)	2.0	654	60	.....	910	80	.....	1,100	100	E
Jct. with 102 to Connecticut River (Colebrook)	S.R.	0.2	654	39	.....	910	55	.....	1,100	65	F
E. Montpelier to Barre	S.R.	4.0	652	34	.....	910	45	.....	1,100	60	F
E. Montpelier to N. Montpelier	12	3.0	648	24	.....	900	35	.....	1,100	40	E
Vergennes to Charlotte	U.S. 7 (F)	9.2	644	44	.....	900	60	.....	1,100	75	E
Hardwick to Jct. with 15 B.	12 (F)	2.3	635	39	.....	890	55	.....	1,100	65	E
Swanton to Canadian line	U.S. 7 (F)	8.4	632	54	.....	880	75	.....	1,100	90	E
Hardwick to Jct. with 12 B.	15 (F)	1.0	631	49	19	880	65	25	1,100	85	E
Poultney to Jct. with Rd. to Granville, N. Y.	101	9.8	626	53	10	880	70	15	1,100	90	E
Fairlee to Barre Sta.	U.S. 5 (F)	32.3	622	23	.....	870	30	.....	1,100	40	E
Proctorville to Cavendish	S.R.	1.6	613	32	.....	860	45	.....	1,100	55	E
Fair Haven to New York line	30	1.3	605	52	.....	850	70	.....	1,100	90	E
Richford to Enosburg Falls	105 (F)	10.1	604	85	13	840	120	15	1,100	140	E
Hubbardton to Castleton Corners	30	7.5	604	36	.....	840	50	.....	1,100	60	E
Forestdale to Jct. with U.S. 7	S.R.	9.5	598	68	14	840	90	20	1,000	120	E
Newport to Jct. with 12 B.	U.S. 5 (F)	6.3	597	40	.....	840	55	.....	1,000	70	E
Norwich to Pompanooc	U.S. 5 (F)	5.4	594	24	.....	830	35	.....	1,000	40	E
Morrisville to Stowe	100 (F)	8.2	582	28	.....	810	40	.....	1,000	50	E
Canaan River to Jct. with U.S. 2 and 102	U.S. 2 (F)	0.2	567	24	.....	790	35	.....	990	40	F
Acushnetville to Jct. with 11†	U.S. 5 (F)	10.7	567	33	.....	790	30	.....	990	40	E
Daniel to Manchester Center	101	6.4	565	46	11	790	65	15	980	80	F
Parkinsonville to Jct. at N. Springfield	106	5.1	563	38	.....	790	50	.....	980	65	F
Bethel to Jct. S. of Northfield	12 (F)	23.0	562	25	.....	790	35	.....	980	45	F
Newfane to W. Dummerston	101	5.9	555	53	.....	780	70	.....	970	90	F
Jct. with 2 to Jct. with U.S. 5	105 (F)	7.0	555	39	.....	780	55	.....	970	65	F
Bristol to New Haven Jct.	S.R.	4.8	548	48	.....	770	65	25	950	85	F
Mendon to Jct. with 100	U.S. 4 (F)	6.4	541	39	18	770	65	.....	940	65	F
Pompanooc to Fairlee	U.S. 5 (F)	13.4	536	17	.....	750	20	.....	930	30	F
Newport Center to Jct. with 100	105 (F)	1.7	533	54	27	740	75	35	930	95	F
Bristol to Jct. with U.S. 2	116	27.9	533	44	.....	740	60	.....	930	75	F
Bristol to Vergennes	S.R.	8.0	528	41	.....	740	60	.....	920	75	F
Jct. with U.S. 2 to Jct. with U.S. 7†	117	13.6	527	45	.....	740	60	.....	920	75	F
Plymouth Union to Jct. with 103	100	8.2	522	28	.....	730	55	.....	910	65	F
Jct. with 18 to Jct. with 102 W. of Lancaster	U.S. 2 (F)	21.8	518	22	.....	720	30	.....	900	35	F
Jericho to Cambridge	18 (F)	12.6	517	42	.....	720	55	.....	900	70	F
W. Burke to Rd. to Newark	2	0.5	515	19	.....	720	23	.....	900	35	F
Bethel to Jct. with 12 and 107	12 (F)	2.0	514	16	.....	720	20	.....	890	30	F
Barton to Jct. with 12 B.	U.S. 5 (F)	11.9	513	29	.....	720	40	.....	890	50	F
Canadian line to Jct. with U.S. 2 N. of Alburg	S.R.	1.4	512	47	.....	720	65	.....	890	80	F
Jeffersonville to Hyde Park	15 (F)	13.8	500	40	.....	700	55	.....	870	70	F
Middlebury to Jct. S. E. of Vergennes	U.S. 7 (F)	11.0	497	34	.....	700	45	.....	860	60	F
Norwich to Lewiston	U.S. 5 (F)	0.2	495	34	.....	690	45	.....	860	60	F
Bennington to Wilmington	9 (F)	18.9	494	37	19	690	50	25	860	65	F
New Haven Mills to Eklers†	S.R.	4.4	490	32	.....	680	45	.....	850	55	F
Sheldon Jct. to Jct. with U.S. 7	105 (F)	10.1	484	36	10	680	50	15	840	60	F
Vergennes to Jct. S. E. of Vergennes	U.S. 7 (F)	0.3	477	37	.....	670	50	.....	830	65	F
Chester to Ferrisburgh Jct.	12 (F)	0.9	472	39	.....	660	40	.....	820	80	F
Rd. to Newark to Jct. with Rd. to Barton	2	11.4	471	12	.....	660	15	.....	820	30	F
Bridgewater to West Bridgewater	U.S. 4 (F)	5.7	450	25	.....	630	35	.....	780	45	C
Morrisville to Jct. with 12 B.	15 (F)	1.5	443	40	20	620	55	25	770	70	C
N. Royalton to Jct. S. of Bethel	107 (F)	3.0	439	18	.....	610	25	.....	760	30	C

STATE HIGHWAY SYSTEM OF VERMONT

Traffic Classification of Vermont Highways—Continued

Highway section	Route number ^a	Miles	Average daily traffic 1926 ^b			Average daily traffic 1931 ^c			Average daily traffic 1936 ^d		Classi- fication ^e
			Total motor vehicles	Total motor trucks	Total trucks of 2 to 7½-ton capacity ^f	Total motor vehicles	Total motor trucks	Total trucks of 2 to 7½-ton capacity ^f	Total motor vehicles	Total motor trucks	
W. Bridgewater to Jct. with 100	U.S. 4 (F)	6.1	432	25	.....	600	35	.....	750	45	C C C C C
Dorset to Jct. with Rd. to Granville, N. V.	101	15.1	431	32	.....	600	45	.....	750	55	C C C C C
W. Danville to Jct. with 12 E. of Hardwick	15 (F)	10.6	431	21	.....	600	30	.....	750	35	C C C C C
Barton to Jct. with 15 E.	12	29.1	431	34	.....	510	45	.....	730	60	C C C C C
Charlotte to Jct. with U.S. 7 (via Meach Cove)	S.R.	5.0	419	42	.....	490	53	.....	730	70	C C C C C
Enosburg Falls to Sheldon Jct.	105 (F)	7.4	411	36	.....	580	75	.....	720	95	C C C C C
Randolph to Jct. S. of Northfield	12-A	19.3	410	12	.....	570	15	.....	710	30	C C C C C
Williamstown to N. Royalton	14 (F)	23.8	409	19	.....	570	15	.....	710	15	C C C C C
Beecher Falls to Canaan	102	2.0	405	37	.....	570	50	.....	700	65	C C C C C
Jct. Rd. to Barton to Jct. with 105	2	7.5	401	17	.....	560	25	.....	700	30	C C C C C
Sudbury to Hubbardston	F-9	4.6	400	.....	.....	560	45	.....	700	55	C C C C C
Barton to W. Burke	U.S. 5 (F)	13.4	400	20	.....	560	25	.....	700	35	C C C C C
Sudbury to Jct. with Rd. S. W. of Middle- bury	30	13.7	385	31	.....	540	45	.....	670	55	C C C C C
Middlebury to Jct. with Rd. S. W. of town	30	3.2	385	32	.....	540	45	.....	670	55	C C C C C
Wilmington to N. Jct. with Rd. to Marl- boro	9 (F)	9.9	373	12	.....	520	15	.....	650	20	C C C C C
Manchester Center to Ferrisville Jct.	11 (F)	24.8	368	16	.....	510	20	.....	640	30	C C C C C
Rouses Point Landing to Grand Isle	U.S. 2 (F)	23.3	362	28	.....	510	40	.....	630	50	C C C C C
Newport Center to Canadian line	103 (F)	8.2	359	31	.....	500	40	.....	620	55	C C C C C
Storham to Lambert's Point	F-9	4.6	357	43	.....	500	60	.....	620	75	C C C C C
Middlesex to Jct. with 100	100-B	8.0	350	48	20	490	65	25	610	80	C C C C C
Brandon to Jct. with 30 ^f	S.R.	6.0	350	12	.....	490	15	.....	610	20	C C C C C
Brandon to Sudbury	F-10	5.7	350	12	.....	490	15	.....	610	20	C C C C C
Stockbridge to Jct. with 12	107 (F)	8.0	338	14	.....	470	20	.....	590	25	C C C C C
E. Berkshire to Montpelier Ctr.	118	6.8	337	35	16	470	75	20	590	95	C C C C C
Powell to New York line ^g	112 (F)	3.2	329	16	.....	460	20	.....	570	30	C C C C C
Orange to Wells River	U.S. 2 (F)	25.3	327	7	.....	460	10	.....	570	15	C C C C C
N. Montpelier to Hardwick	12	15.8	310	23	.....	430	30	.....	540	40	C C C C C
Charlotte to Cedar Beach	F-5	2.8	310	39	.....	430	60	.....	540	75	C C C C C
Woodstock to Jct. with 12 & 109	12	15.6	307	7	.....	430	10	.....	530	15	C C C C C
Richford to Canadian line	S.R.	1.3	304	26	.....	420	35	.....	530	45	C C C C C
Richford to Massachusetts line	8	21.1	301	35	.....	420	50	.....	520	55	C C C C C
Bridgewater Center to Plymouth Union ^h	100 A	6.0	300	18	.....	420	25	.....	510	30	C C C C C
W. Rutland to Pawlet	22.0	22.0	300	15	.....	420	15	.....	520	20	C C C C C
Bloomfield to Jct. with 2	105 (F)	28.8	296	20	.....	410	25	.....	520	35	C C C C C
Jeffersonville to Stone ⁱ	108	16.5	288	8	.....	400	10	.....	500	15	C C C C C
W. Brattleboro to Hinsburg	S.R.	4.8	278	24	.....	390	45	.....	480	60	C C C C C
Wallingford to E. Wallingford	S.R.	5.6	268	10	.....	380	15	.....	470	15	C C C C C
Jct. with 15 to Jct. with 100 (via Cady's Falls)	S.R.	3.2	268	9	.....	380	10	.....	470	15	C C C C C
Isle La Motte Sta. to Chazy	F. 2 (F)	5.0	266	10	.....	370	15	.....	460	18	C C C C C
Enosburg Falls to Jeffersonville	106	21.6	264	25	.....	370	35	.....	460	40	C C C C C
Sudbury to Monticm Landing	F. 10	10.1	263	40	.....	370	55	.....	460	70	C C C C C
Beecher's Falls to Canadian line North	S.R.	0.1	261	39	.....	360	50	.....	450	65	C C C C C
Wilmington to Jacksonville	8	5.6	260	15	.....	360	20	.....	450	30	C C C C C
Vergennes to Fair Haven	30 A	29.4	259	31	.....	360	40	.....	450	55	C C C C C
Post Mills to Rip.	113	3.6	258	6	.....	360	10	.....	450	15	C C C C C
Jct. with 12 to Jct. with U.S. 5 ^j	122	15.5	250	10	.....	350	15	.....	440	15	C C C C C
Goetz Landing to Jct. with U.S. 2 ^k	F. 3	3.8	250	10	.....	350	15	.....	440	15	C C C C C
Iraburg to Jct. with U.S. 2	S.R.	3.2	248	47	17	350	65	25	430	80	C C C C C
Richford to E. Richford	105 (F)	5.7	248	35	16	350	50	20	430	60	C C C C C
Randford to Jct. with U.S. 2	25	17.6	247	20	.....	340	25	.....	430	25	C C C C C
Norton's Mills to Canadian line East	109	10.2	247	9	.....	340	10	.....	430	15	C C C C C
Hyde Park to Jct. with 105	100 (F)	33.4	242	19	.....	340	25	.....	420	35	C C C C C
Marshallfield to Lower Cabot	S.R.	3.2	239	21	.....	330	30	.....	420	35	C C C C C
St. Johnsbury to N. Danville	S.R.	4.8	239	17	.....	330	25	.....	420	30	C C C C C
Fairville to Hartland	12	8.0	238	11	.....	330	15	.....	410	20	C C C C C
Beecher Falls to New Hampshire line	S.R.	0.1	237	49	.....	330	65	.....	410	85	C C C C C
Proctor to Pittsford Mills	3	2.7	234	17	.....	330	25	.....	410	30	C C C C C
St. Albans to Cambridge	104 (F)	17.3	232	18	.....	320	25	.....	400	30	C C C C C
E. Middlebury to Jct. with U.S. 7	116	0.8	231	15	.....	320	20	.....	400	25	C C C C C
Whiting to Shoreham	F. 9	6.4	226	36	.....	310	50	.....	390	65	C C C C C
Jct. with U.S. 5 to Jct. with 15	12 B	29.4	226	21	.....	310	30	.....	390	35	C C C C C
Montpelier to Wrightville	S.R.	2.8	221	18	.....	310	25	.....	380	30	C C C C C
E. Barre to S. Royalton	110	26.0	220	22	.....	310	30	.....	380	40	C C C C C
Waterbury to Stockbridge	100	44.0	219	14	.....	310	20	.....	380	25	C C C C C
Colebrook to Jct. with U.S. 2	102	32.8	217	18	.....	300	25	.....	380	30	C C C C C
Woodstock to Perkinsville	106	12.8	216	12	.....	300	15	.....	380	20	C C C C C
Jct. with U.S. 5 to Connecticut River line (Piermont, N. H.)	S.R.	0.5	212	14	.....	300	20	.....	370	20	C C C C C
W. Bridgewater to Plymouth Union ^l	100	5.4	200	13	.....	280	20	.....	350	35	C C C C C
E. Middlebury to Jct. with Rd. to Helden	116	9.1	200	10	.....	280	15	.....	350	15	C C C C C
Brattleboro to Massachusetts line	101	9.8	200	8	.....	280	20	.....	350	30	C C C C C
Newfane to Jct. with 11	101	27.0	198	16	.....	280	20	.....	340	30	C C C C C
W. Berkshire to Canadian line	S.R.	2.0	194	19	.....	270	25	.....	340	30	C C C C C
Montpelier Ctr. to Eden	128	14.3	190	5	.....	270	5	.....	330	10	C C C C C
Exec. Ctr. to Fairfax	128	12.0	188	29	.....	260	40	.....	330	50	C C C C C
Carroll to Jct. with 30 A ^m	F. 9 A	8.3	180	10	.....	250	15	.....	310	15	C C C C C
Starkboro to Ferrisville Sta.	S.R.	12.0	178	17	.....	250	35	.....	310	45	C C C C C
Brownsville to Jct. with 106	S.R.	4.0	178	10	.....	250	15	.....	310	15	C C C C C

