



Vermont Rail Trails Program: Overview, Projects, & Flood Recovery

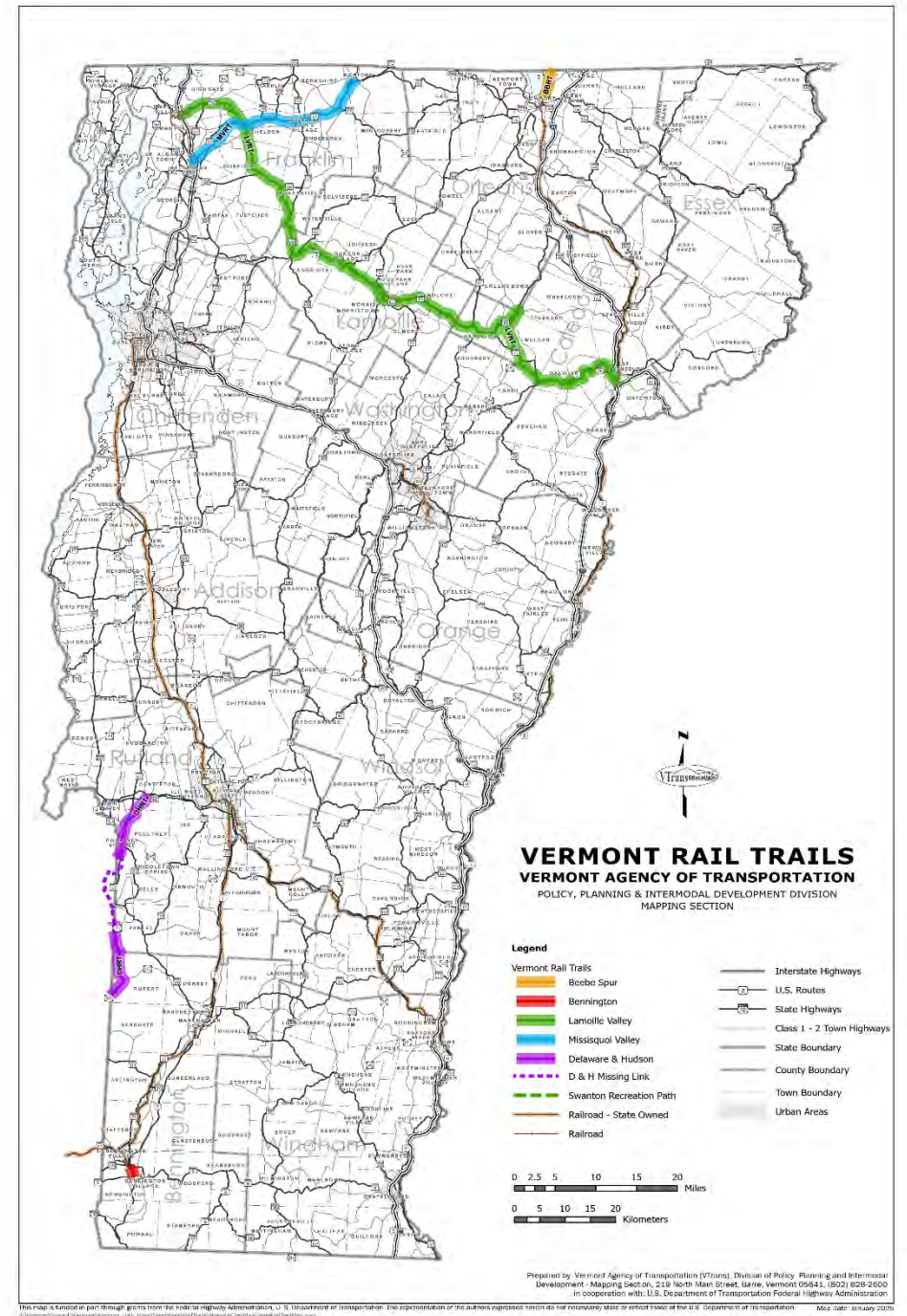
Jackie Cassino, Rail Trails Program Manager
Chris Hunt, Municipal Assistance Program Project Manager

House Transportation Committee
02/19/2025

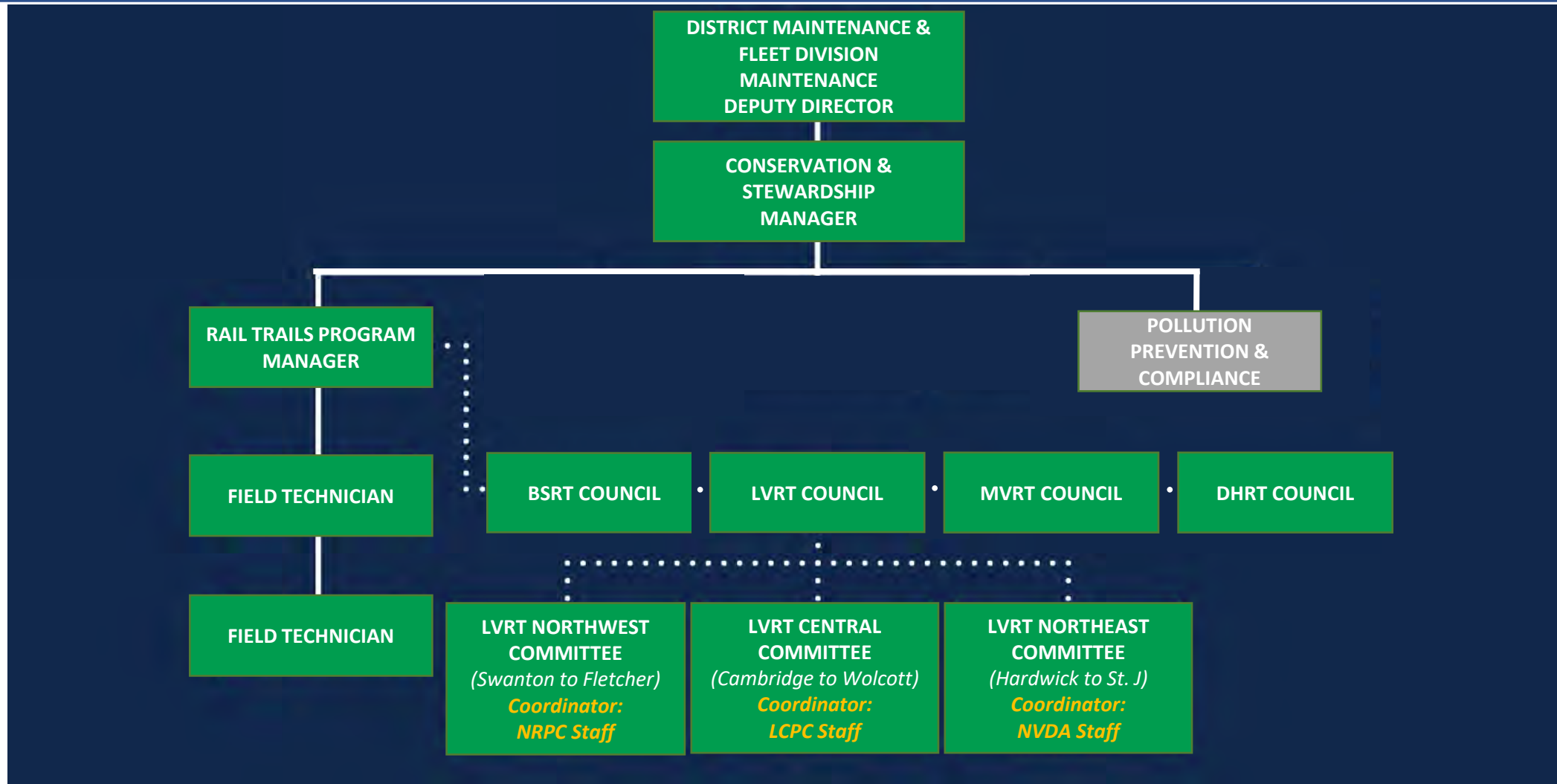


AOT Maintained Rail Trails

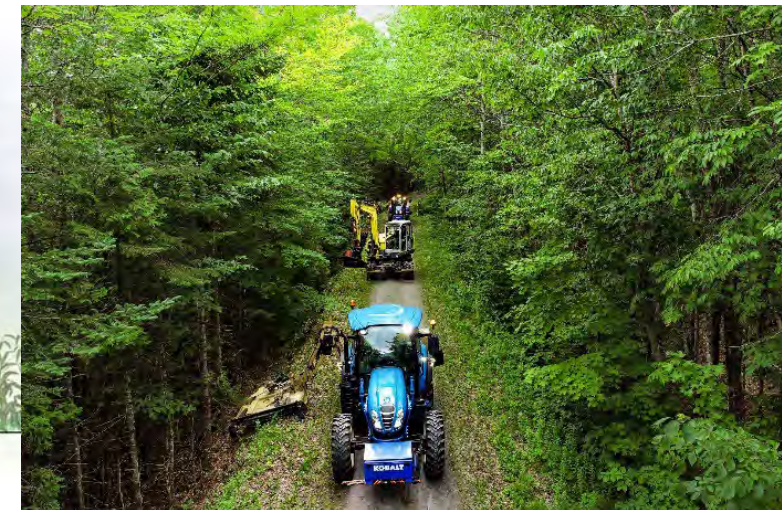
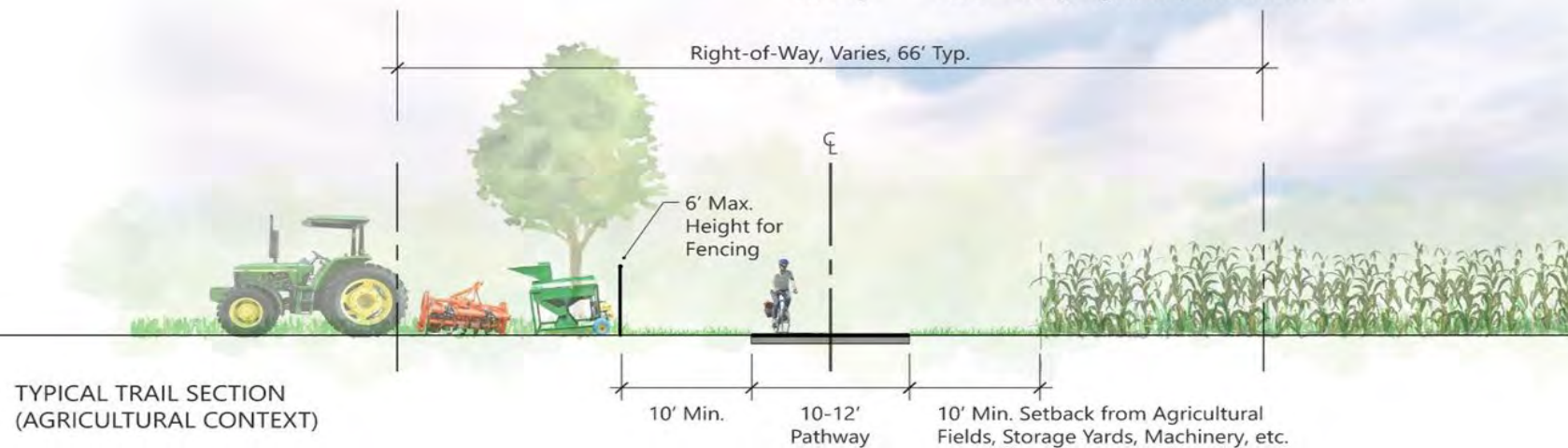
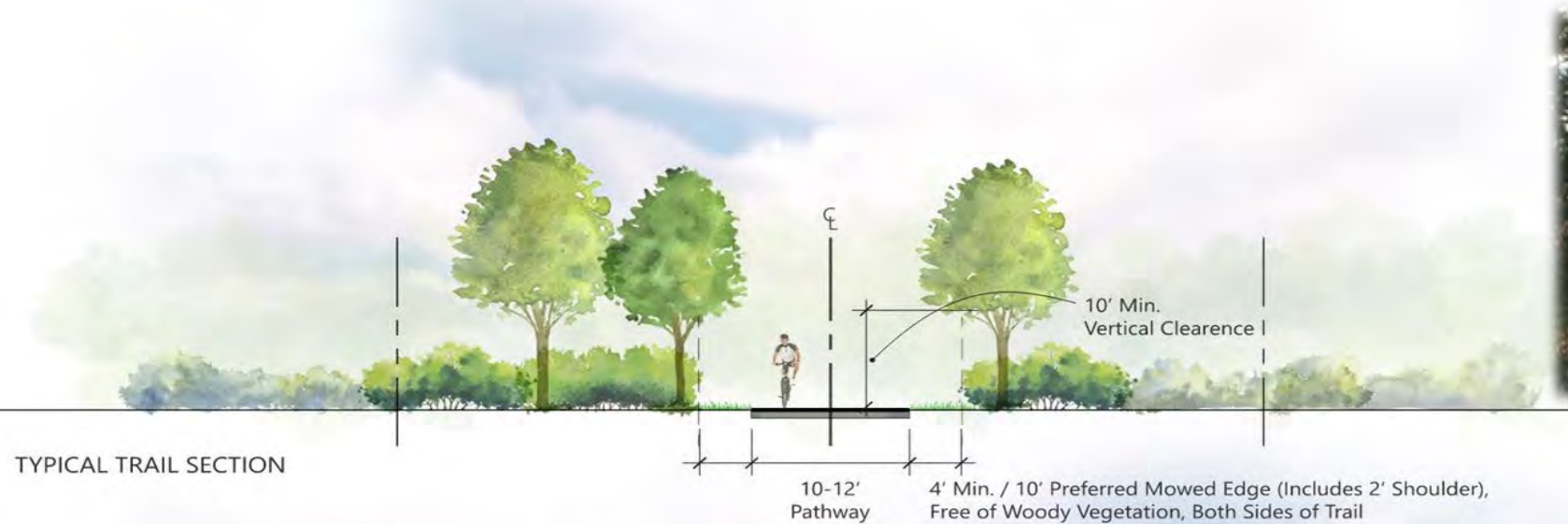
- **Beebe Spur Rail Trail (BBRT)**
– 4 miles
- **Delaware & Hudson Rail Trail (DHRT)** – 19 miles
- **Missisquoi Valley Rail Trail (MVRT)** – 26 miles
- **Lamoille Valley Rail Trail (LVRT)** – 94 miles



Program Management



Trail Maintenance & Operations



Trail Standards & Guidelines

Primary Logotype

Seal—Full Color



Seal—Black



Seal—Outlined

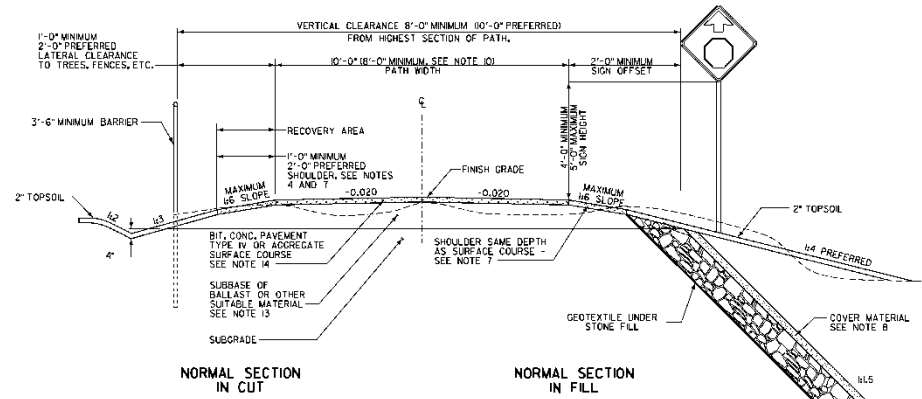


Seal—White



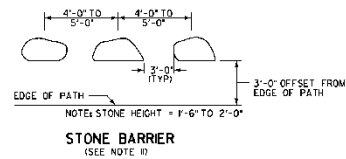
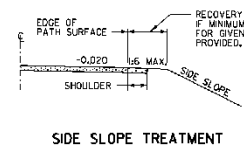
MATERIAL THICKNESS	THICKNESS TOLERANCES
2" BIT. CONC. PAV'T, TYPE IV OR	PAVEMENT ± 1/4" TOTAL DEPTH
4" AGGREGATE SURFACE COURSE, SIDEWALK/TRAIL	AGGREGATE SURFACE ± 1/2" TOTAL DEPTH
8" SUBBASE MINIMUM *	SUBBASE ± 1" TOTAL DEPTH
0 - 1'-0" SAND BORROW **	SAND BORROW ± 1" TOTAL DEPTH

* IF SUBGRADE MATERIAL CONSISTS PRIMARILY OF SILT OR CLAY, ADDITIONAL SUBBASE MATERIAL MAY BE REQUIRED.
 ** NOTE: SAND BORROW TO BE DETERMINED ON A PROJECT BY PROJECT BASIS.



- GENERAL NOTES:**
- ALL DESIGN SHALL BE IN ACCORDANCE WITH THE VTRANS PEDESTRIAN AND BICYCLE FACILITY PLANNING AND DESIGN MANUAL AND THE LATEST EDITION OF THE ASHFTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.
 - ALL RAIL TRAILS, INCLUDING THOSE WITH UNPAVED SURFACES, SHALL MEET THE REQUIREMENTS OF THE US ACCESS BOARD AND ITS GUIDELINES FOR SHARED USE PATHS.
 - ALL CURVED SECTIONS SHALL BE BANKED TOWARD THE INSIDE OF THE CURVE. A "BANKING DIAGRAM" SHOULD BE PROVIDED. THE SUBGRADE WILL NOT BE CROWNED IN THE CURVED SECTIONS.
 - FOR UNPAVED RAIL TRAILS, SHOULDER AND LATERAL CLEARANCE WIDTHS MAY BE REDUCED BY 1'-0" IN SITUATIONS WHERE LIMITED RIGHT OF WAY OR ENVIRONMENTAL CONSTRAINTS EXIST. REDUCTION TO DO SO SHALL BE WELL DOCUMENTED AS OUTLINED IN THE VTRANS PEDESTRIAN AND BICYCLE FACILITY PLANNING AND DESIGN MANUAL.
 - GEOTEXTILE SHALL BE PLACED BETWEEN SUBGRADE AND SUBBASE.
 - ANY TREE ROOTS ENCOUNTERED WITHIN THE EXCAVATION LIMITS SHALL BE SAUCUT AND REMOVED. PAYMENT WILL BE INCIDENTAL TO COMMON EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
 - THE SHOULDER MAY BE CONSTRUCTED USING TOPSOIL AND GRASS OR AGGREGATE.
 - STONE FILL TYPE II IS REQUIRED ON ANY SLOPE STEEPER THAN 6:1. A 6" LAYER OF COVER MATERIAL OVER THE STONE IS ALSO REQUIRED.
 - ANY SLOPES ADJACENT TO WETLANDS OR STREAMS SHALL USE GRUBBING MATERIAL AS A COVER FOR THE STONE FILL UNLESS OTHERWISE NOTED ON THE PLANS.
 - STONE COVERED SLOPES IN DRY AREAS SHALL USE EXCAVATED EARTH OR EARTH BORROW AS A COVER MATERIAL. COVER MATERIAL SHALL BE SEEDED AND MULCHED.
 - IF UNSUITABLE MATERIAL IS PRESENT ON TOP OF BALLAST, IT SHALL BE REMOVED PRIOR TO GRADING.
 - THE MINIMUM PATH WIDTH SHALL ONLY BE USED WHEN THE CONDITIONS NOTED IN THE VTRANS PEDESTRIAN AND BICYCLE FACILITY PLANNING AND DESIGN MANUAL ARE MET.
 - BARRIER MAY CONSIST OF FENCING OR TREES/BUSHES SPACED NO GREATER THAN 6'-0" OR STONES AS SHOWN IN THE STONE BARRIER DETAIL ON THIS DRAWING.
 - DITCHES WILL RECEIVE THE FOLLOWING TREATMENTS BASED ON THEIR SLOPE:
 - A. 0-1% SEED AND MULCH
 - B. 1-2.5% EROSION CONTROL MATTING AND SEED
 - C. 2.5-10% TYPE II STONE FILL - 1'-0" DEPTH
 - D. 5-10% TYPE II STONE FILL - 2'-0" DEPTH
 - EXCESS BALLAST SHALL BE GRADED TO A CONSISTENT GRADE AND CROSS SLOPE.
 - WHEN BIT. CONCRETE PAVEMENT IS USED AS THE WEAR COURSE A 4" MIN. L'F OF AGGREGATE SURFACE COURSE SHALL BE PLACED BETWEEN THE BIT. CONCRETE PAVEMENT AND ANY BALLAST MATERIAL.

SIEVE DESIGNATION	PERCENTAGE BY MASS PASSING SQUARE WESH SIEVES
NO. 3/8"	90 TO 100
NO. 4	80 TO 90
NO. 10	20 TO 40
NO. 30	14 TO 30
NO. 60	10 TO 25
NO. 200	8 TO 8
NO. 200	0 TO 8



REV.	DATE	DESCRIPTION
0	MAR. 3, 2004	ORIGINAL APPROVAL
1	SEP. 20, 2017	NEW TITLE BLOCK, MINOR NOTE REVISIONS
2	APR. 07, 2020	MISCELLANEOUS REVISIONS

OTHER STANDARDS REQUIRED: NONE

RAIL TRAIL TYPICAL

Community Engagement



VERMONT OFFICIAL STATE WEBSITE



WE'RE DEVELOPING RAIL TRAIL MANAGEMENT PLANS AND WANT TO HEAR FROM YOU! GO TO [MANAGEMENT PLANS - VERMONT RAIL TRAILS](#).

**VERMONT
RAIL TRAIL
SYSTEM**

TRAILS

INFORMATION

TRAIL UPDATES

what
moves
you?



Rail Trail Projects



Kiosk Maps

Kiosk maps serve an important role with the trail network by providing trail users with multiple sets of information about the trail, convey distance, and where trail users can expect to find certain amenities such as bike repair stations or restrooms. Beyond the trail, kiosk maps can serve as an important link back to communities and downtown centers by highlighting local business or attractions and advertising upcoming events. These maps are as important to trail users that have just arrived at a trailhead and are planning their trip as they are to users already on the trail, looking to see where they are.

Design Features + Placement

- 1 Set kiosk maps far enough off the edge of the trail to allow people on standing with their bikes to view the map without impeding the trail (Minimum of 12' from the edge of the trail. If the map viewing area is parallel to the travel direction) (See Level 1 Trailhead for illustration)
- 2 Provide a minimum of 12' clearance in front of the viewing area of the kiosk to allow free movement around the space.
- 3 Provide a minimum of 8' clearance between the side of the kiosk map and nearby features.
- 4 Locate kiosk maps so that both sides of the kiosk can be visible from an

accessible area. Reference ADA Standards for Accessible Design of walkway approaches and turning requirements for access to kiosk maps.

- 5 Kiosk maps should be placed in an area that serves multiple user groups (i.e., trail users arriving to the site by car and users already on the trail that are looking to reference their current

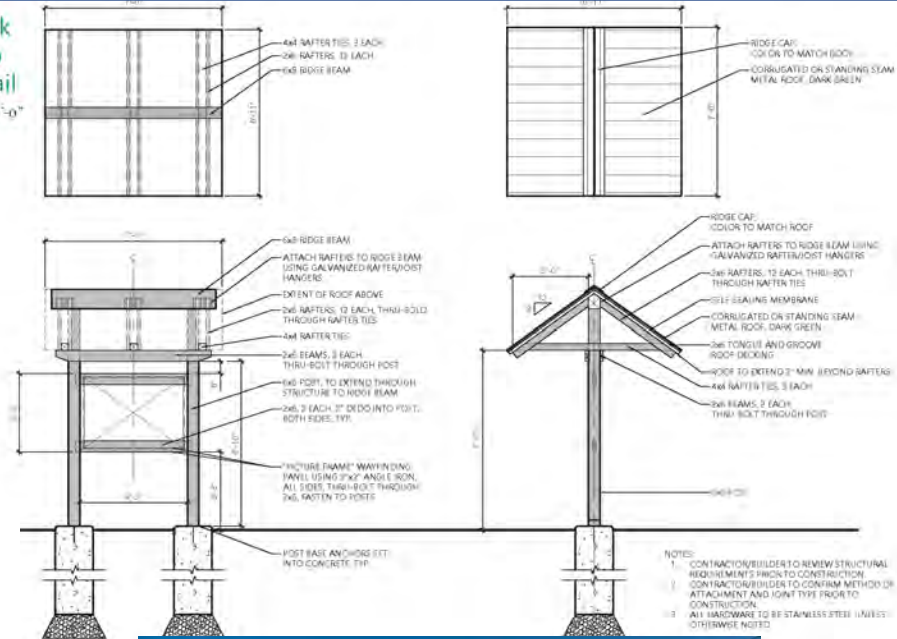
location). Avoid placing kiosk maps in areas where it will go unnoticed from the trail.

- Locate kiosk maps so that users coming to the kiosk from the trail will not have to cross parking areas or vehicular traffic to view the map to help minimize pedestrian conflicts with vehicles.



Kiosk Map Detail

1/4" = 1'-0"



Disaster Response & Recovery

July Damage | Rail Trails - Damag x +

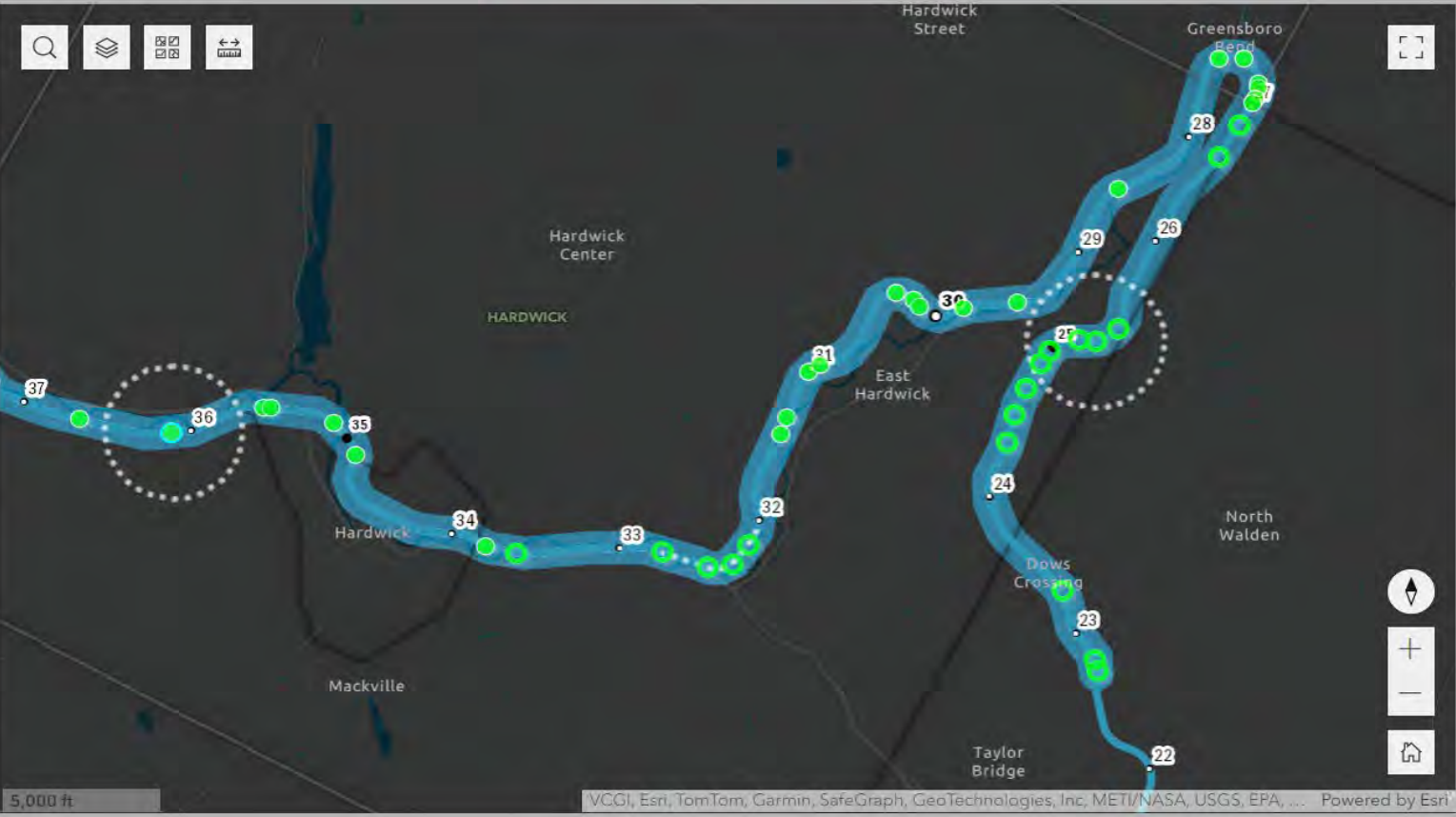
https://experience.arcgis.com/experience/5c4c151081a84b059872c816a4ed598a/page/July-Damage/?data_id=dataSource_3-18cb0fa075b-layer-12%3A17%2CdataSo...

Rail Trails July Damage

Switch to December Damage

MP Sort ↓ | ☰

- 36.11 Hardwick: Serious
- 35.55 Hardwick: Serious
- 35.50 Hardwick: Serious
- 35.12 Hardwick: Serious
- 34.88 Hardwick: Serious
- 33.79 Hardwick: Serious
- 33.60 Hardwick: Serious
- 32.75 Hardwick: Serious
- 32.47 Hardwick: Serious
- 32.31 Hardwick: Serious
- 32.16 Hardwick: Serious
- 31.44 Hardwick: Serious
- 31.33 Hardwick: Serious
- 31.03 Hardwick: Serious
- 30.95 Hardwick: Serious




5,000 ft VCGI, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, ... Powered by Esri

Damage Repair Status

● Complete - Minus Surface Material ● Complete ⓘ In Progress ⚑ Not Started

Edit Feature Info

Edit feature



Update Delete



- Bridge 38, MP 32.75, Town of Hardwick, Caledonia County
- Length 200', Width 30', Depth 40'
- Damage Western abutment failure, bridge span being supported by this abutment damaged, structural steel and one flange damaged, and trail approach washout.
- Photo credit: AOT staff; 07/14/23

























Thank you

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<https://railtrails.vermont.gov/>

