Cross Vermont Trail Senior Project
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The purpose of the Cross Vermont Trail Design Project is to designate and design the trailhead location for the Cross Vermont Trail (XVT), to include a small parking lot and a trail from the parking lot to the river bank. As the trailhead, this location will serve as the start point for anyone who wishes to use the XVT. This trailhead will serve as a universally accessible entry point to the river for fishing and other aquatic recreations, as well as connect the existing parts of the XVT already in operation. The universality of the trailhead will be in compliance with the Americans with Disabilities Act. Based on outside research on the use of trails in Vermont, the parking lot should be able to accommodate 8 vehicles and is to be constructed of gravel, with the river access trail ending immediately downstream of the dam. This riverfront access will be at the location of a pre-existing structure near the dam. To ensure the safety of the trailhead users, a small fence will be emplaced to help prevent unwanted accidents.

The construction of this location must also follow the required specifications given by various departments of the State of Vermont. These specifications include: curb cut compliance with the Vermont Department of Transportation, location setbacks from the river bank from the Vermont Department of Fish and Wildlife, stormwater runoff and treatment in accordance with the Vermont DEC Water Quality Division, and both fill material and structural limitations in accordance with the Vermont DEC River Management Division.

This location also leads to some issues which required addressing. The major preliminary issues for construction and design are the proximity to the river and the effects of river meandering, un-impedance of current traffic patterns on US Route 2, and the effects of erosion. The issue of building within a close proximity to the river is unavoidable at this location and it is suggested that the owners of the site be weary of potential issues which may arise in the future due to meandering. When it comes to not impacting current traffic patterns, the site is placed on a highway where the speed limit is 50 miles per hour, and has relatively light traffic patterns. No serious traffic issues are perceived, however, it is recommended that warning signs be posted to alert drivers of the access path or vehicles. In terms of erosion, the site already contains a paved path with has had minimal impacts on erosion. The inclusion of a gravel parking lot will not increase the erosion, and would not negatively impact the current ecosystem.

Figure: Proposed Site Plan

Keywords: XVT, Trailhead, Fishing, Hiking, River

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