

**Randolph Recreation Grounds
Assessment for Accessibility
Randolph Recreation Department**

Site Visit July 23, 2025

Prepared by
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UVTA is part of the Vermont Trails Accessibility Hub, funded by the
Vermont Outdoor Recreation Economic Collaborative (VOREC)



Introduction

[The Upper Valley Trails Alliance](#) is a 501(c)(3) non-profit organization whose mission is to advocate for the maintenance, use, and development of recreation trails. The bulk of UVTA's work is focused on the Upper Valley region of Vermont and New Hampshire.

UVTA has become a regional leader for accessible trail design and construction. Since its founding in 1999, UVTA has built [dozens of accessible trails](#) including wheelchair accessible trails at VINS in Quechee, VT, The Montshire Museum in Norwich, VT, Chaffee Wildlife Sanctuary in Lyme, NH, and the Mascoma River Greenway and Ruth Shepard Trail in Lebanon, NH.

UVTA is part of the [Vermont Trails Accessibility Hub](#). The Hub was developed with funding from the Vermont Outdoor Recreation Economic Collaborative Community Grants Program. The Hub consists of the Vermont Trails and Greenways Council, Upper Valley Trails Alliance, Northern Forest Canoe Trail, Vermont Mountain Bike Association, Vermont Adaptive Ski and Sport, and Community Geographics.

Trail Planning

When reviewing and assessing existing trails to be upgraded or new trails to be built for accessibility, we adhere to the Access Board Standard Guidelines based on the Architectural Barriers Act. These guidelines contain scoping and technical requirements for accessibility to sites, facilities, buildings, and elements by individuals with disabilities. The requirements are to be applied during the design, construction, addition to, alteration, and lease of sites, facilities, buildings, and elements to the extent required by regulations issued by Federal agencies under the Architectural Barriers Act of 1968 (ABA).

By designing and building to accessible standards, particularly with the guideline to limit slopes, these trails inherently become safer and more sustainable. Detailed information about the trail accessibility standards can be found at <https://www.access-board.gov/aba/#aba-1017>.

In general, trails built to Access Board Guidelines have an average running slope of 5% but can go up to 12% in certain intervals and a cross slope of 2-3%. Trail treadway width, treadway materials, parking facilities, restroom facilities, picnic and bench facilities, and informational kiosks are all important considerations for accessible trail projects.

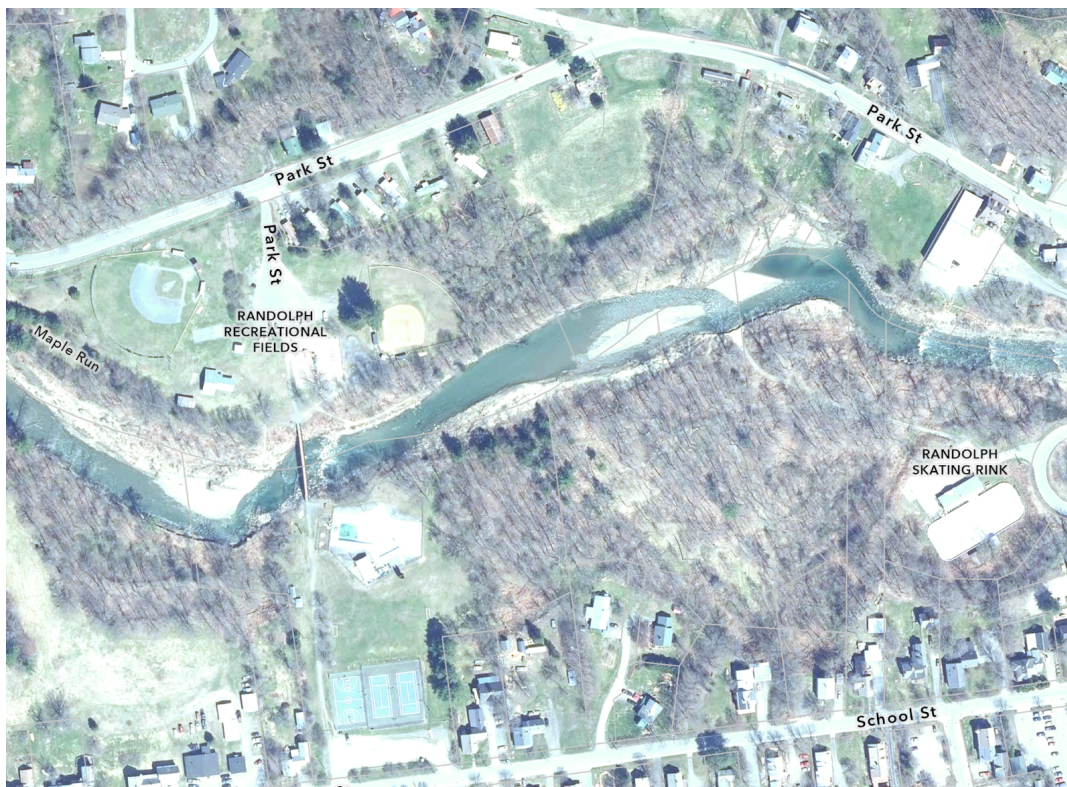
Randolph Recreation Grounds

The proposed trail is located on an ~34-acre town-owned parcel at the Randolph Recreation Grounds. The site is an active recreation area that includes tennis courts, a basketball court, a town pool, pump track, camp and building facilities, a disc golf course, and an ice rink. The facility is accessed via one of two parking areas, one on School Street and the other on Park Street. The facility also has a 121 foot bridge crossing the White River that can accommodate bikers and walkers.

The Randolph Pool Facility is managed by the Randolph Recreation Department.

UVTA Staff along with the Randolph Recreation Director Milo Bonnin, Recreation Coordinator Morgan Easton, and VLS Student and Schweitzer fellow, Whitney Wilson walked the property to identify a series of locations to install accessible trails built to accessible standards. We walked approximately 1.2 miles through the fields and woods.

Based on our site visit, conversations with the Recreation Department, and assessment, we propose that the project be implemented in phases as described later in this document.



Aerial View of the Randolph Recreation Grounds.

Permitting and Landowner Permissions

The vast majority of the property is owned by the town, and as such, we do not anticipate any landowner permission issues. The two exceptions being:

- 1) The stretch of proposed trail heading East from the easternmost ball field on the North side of the River. The property line should be identified so the trail does not encroach on the neighbors land.
- 2) The section of proposed trail that goes through the disc golf course on the South side of the White River between the pool and the ice rink. There is a narrow parcel of private ownership. Ideally some kind of easement would be granted by the landowner. If not, something in writing acknowledging the installation of an accessible trail should be sought. Please note that some state and federal funds require public access across private property for a minimum of 10 years in order to receive funding.

Given that the park already has significant impact from recreation features such as a ball fields and tennis courts, etc., we do not anticipate the need for permits. Regardless, guidance on permitting issues is not a part of our assessment, and the Randolph Recreation Department should consult with the Select Board and any other relevant agencies to ensure projects are permitted as needed.

Trail Construction Process

All four phases of the project, encompassing 6,333 feet, can be fully built to accessible standards.

On trail sections where the proposed trail is located around the fields, a small excavator should be used (when possible) to prepare the trail to a general width of 5 feet, removing any grass and sod to mineral soil. On trail sections that are located in the woods, a small scale excavator should rough in the trail and remove existing vegetation, roots, rock and stumps. In excavated areas, a layer of $\frac{3}{4}$ inch ledgestone from a local quarry will be laid in the trail treadway to a depth of 4 inches. A vibrating plate compactor will be used to compact this first layer of ledgestone to a depth of 3 inches. Then non-woven geotextile cloth (filter fabric) will be laid on the ledgestone (to help reduce vegetation and maintain the integrity of the top layer of hardpack.) Then, a layer of $\frac{3}{8}$ inch hardpack from a local quarry will be laid to a depth of 4 inches. Again, a vibrating plate compactor will be used to compact the hardpack to a depth of 3 inches.

Potential Issues and Trail Features to Consider

The two current parking areas (Park Street and School Street) will need to be re-graded or paved. Ideally, that plan for the parking lots is finished and the project is complete before any accessible trail installation. In each lot, a minimum of 2 designated handicapped parking spots should be identified and located as close to the accessible trail entrances as possible. Once the parking projects are completed and the handicapped designated spots are identified (in accordance with the accessible trail design), other facilities like the toilets, etc should be moved as close to those spots as possible.

The entire length of the 121 foot bridge crossing the White River needs new decking. From initial review, the steel substructure is in very good shape but the composite material used for the existing decking has significant flex. It should be replaced with a thicker, more durable composite material or other wooden material. The wooden stringers should also be inspected to ensure longevity. This type of bridge project is beyond the scope of the Upper Valley Trails Alliance. As such, the bridge project should be contracted to another professional trail builder or other qualified entity. **The cost for the bridge decking upgrades will not be included in this assessment.**

Special care should be given to be sure that each trail section provides wheelchair access to all recreation features on the grounds including courts, ball fields, disc golf tee boxes, bleachers, and buildings.

Additionally, features such as existing or new benches and picnic tables will either need to be retrofitted or newly constructed (or purchased) to provide wheelchair access.

Phase 1: Accessible Trail from School Street Parking Area to Park Street Parking Area

Phase 1 (Orange Trail on the accompanying map) consists of approximately 736 feet. This section of trail begins at the School Street parking lot and heads north towards the pool. To allow for vehicular traffic on the existing access road, the trail will begin just to the right of the road. As the trail passes the courts, an accessible path will be extended to accommodate wheelchair access to the basketball and tennis courts. There will be a spur trail to the pool facility to accommodate wheelchairs. Ultimately this spur trail will become the beginning of the Phase 4 Pool to Ice Rink Connector described later in this document. Once the trail passes the pool, it will cross the existing bridge to the North side of the White River and continue to the Park Street parking lot. Please note that the dumpster on the School Street side should be relocated.



Looking North from the School Street Parking Lot. The proposed trail location will be in the grassy area to the right of the existing access road.

Phase 2: Northwest Loop Around Baseball Field

Phase 2 (Pink Trail on the accompanying map) consists of 1,609 feet. The section begins by turning west off the Phase 1 Trail and continuing parallel to the River to the beginning of the short mountain bike trail. There are some spots where a view can be cleared and a picnic table installed. From there, the proposed trail runs around the fence of the baseball field and completes the loop right near the existing buildings used for camps. There is also a short spur back to the parking lot. As this trail passes by a number of recreational facilities (covered picnic area, camp building, food shack, bleachers, etc), accommodation should be made to provide wheelchair access to each of those facilities.

Phase 3: Northeast Loop around Baseball Field

Phase 3 (Purple on the accompanying map) consists of 1,004 feet. This section begins by turning east off Phase 1 right by the parking lot. It then runs along the northern edge of the playground and then continues east along the River. There is a natural end point where the grades remain relatively flat (**As noted earlier, the exact property line should be identified as to not encroach on private property**). The end spot would be a great location for a picnic table or bench as it is already cleared with a view of the river. Back at the ballfield, the trail loops around the outside of the fence.



The photo on the left is a flat section of trail along the river. The photo on the right is the view from the path around the ball field.



View along the northern edge of the playground. Note that the rock and other features will need to be moved to accommodate the trail.

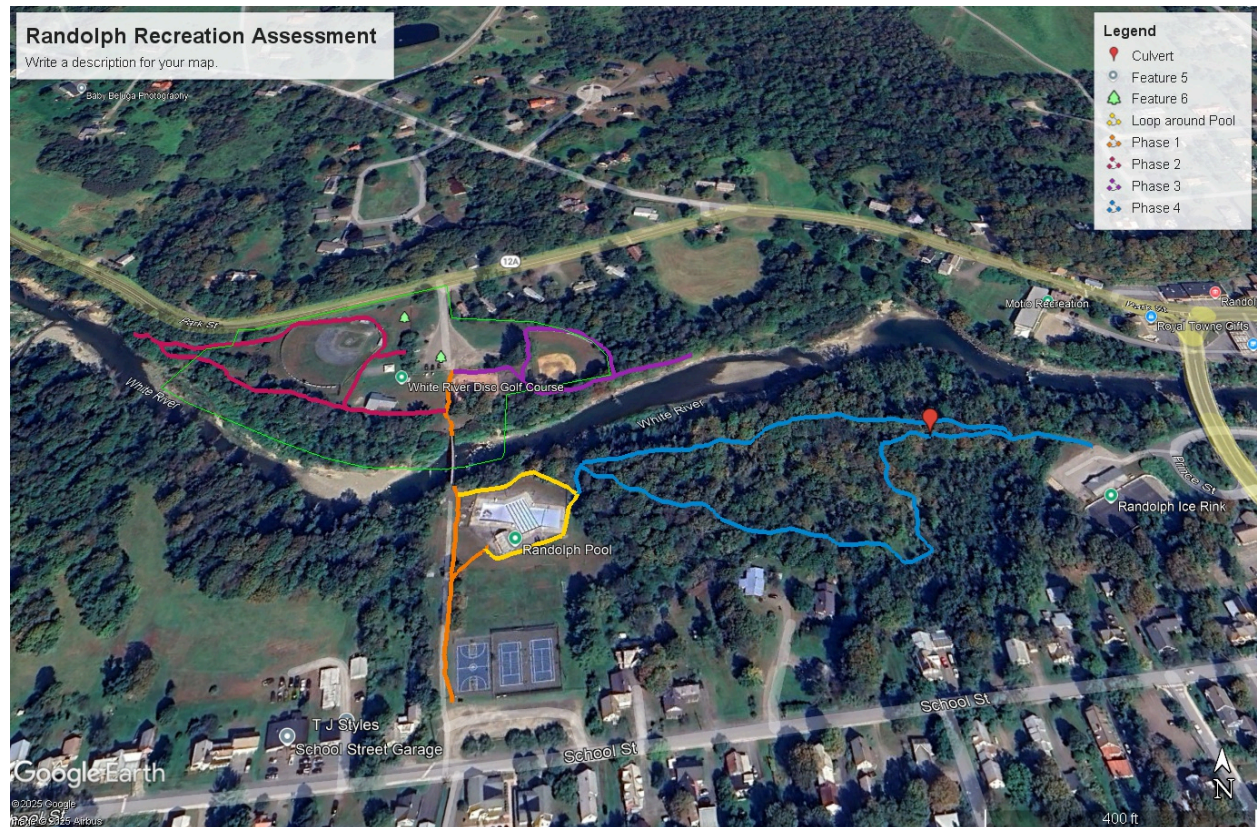
Phase 4: Pool to Ice Rink Connector

Phase 4 (Yellow and Blue on the accompanying map) consists of 2,975 feet. This section includes both a loop around the pool facility and trail that connects to the ice rink and returns to form a loop and utilize a significant amount of the property. The main trail runs generally east and the loop utilizes the terrain through a portion of the disc golf course. Since the primary use is disc golf, signage should be erected notifying users that they are in an active disc golf course. Future improvements at the ice rink (parking lot and facility entrance) should incorporate wheelchair considerations.

The photo on the left shows the trail as it enters the ice rink parking lot.



Please click on the map below to access the google map online.



Materials and Labor Budget Estimate - Phase 1

- **Materials**
 - ¾ Inch LedgeStone (70 tons - 4 truckloads) \$1,838 (including trucking)
 - ¾ Inch Hardpack (70 tons - 4 truckloads) \$2,010 (including trucking)
 - Non-woven Geotextile cloth (2 rolls at 360 ft) \$250
 - Materials Total \$4,098
- **Equipment**
 - 5 Foot Mini Excavator Rental (1 weeks) \$1,500
 - Vibrating Plate Compactor Rental (1 weeks) \$400
 - Mechanized Dumper Rental* (1 weeks) \$500
 - Equipment Total \$2,400
- **Labor**
 - 4-person crew/1 week (including staging, etc) \$6,400

- Project Total (including 20% contingency) \$15,477.60

Materials and Labor Budget Estimate - Phase 2

- Materials
 - ¾ Inch Ledgestone (150 tons - 7 truckloads) \$3,663 (including trucking)
 - ¾ Inch Hardpack (150 tons - 7 truckloads) \$4,038 (including trucking)
 - Non-woven Geotextile cloth (5 rolls at 360 ft) \$625
 - Materials Total \$8,326
- Equipment
 - 5 Foot Mini Excavator Rental (2 weeks) \$3,000
 - Vibrating Plate Compactor Rental (2 weeks) \$800
 - Mechanized Dumper Rental* (2 weeks) \$1,000
 - Equipment Total \$4,800
- Labor
 - 4-person crew/2 weeks (including staging, etc) \$12,800
- Project Total (including 20% contingency) \$31,111

Materials and Labor Budget Estimate - Phase 3

- Materials
 - ¾ Inch Ledgestone (93 tons - 5 truckloads) \$2,386 (including trucking)
 - ¾ Inch Hardpack (93 tons - 5 truckloads) \$2,619 (including trucking)
 - Non-woven Geotextile cloth (3 rolls at 360 ft) \$375
 - Materials Total \$5,380
- Equipment
 - 5 Foot Mini Excavator Rental (7 days) \$2,100
 - Vibrating Plate Compactor Rental (7 days) \$560
 - Mechanized Dumper Rental* (7 days) \$700
 - Equipment Total \$3,360
- Labor
 - 4-person crew/7 days (including staging, etc) \$8,960

- Project Total (including 20% contingency) \$21,240

Materials and Labor Budget Estimate-Phase 4

- Materials
 - ¾ Inch Ledge stone (278 tons - 13 truckloads) \$6,793 (including trucking)
 - ¾ Inch Hardpack (278 tons - 13 truckloads) \$7,488 (including trucking)
 - Non-woven Geotextile cloth (9 rolls at 360 ft) \$1,125
 - Materials Total \$15,406
- Equipment
 - 5 Foot Mini Excavator Rental (3 weeks) \$4,500
 - Vibrating Plate Compactor Rental (3 weeks) \$1,200
 - Mechanized Dumper Rental* (3 weeks) \$1,500
 - Equipment Total \$7,200
- Labor
 - 4-person crew/3 weeks (including staging, etc) \$19,200
- Project Total (including 20% contingency) \$50,167

Costs for materials, labor, and rental equipment are based on the usual costs for UVTA to do the work in 2025. Volunteer support, skilled equipment owners and operators, and donations of materials and labor can significantly decrease project costs. A hybrid approach to trail building could be considered: contracting a professional machine operator/trail builder to rough-in the trail, and paid labor/volunteer labor to spread material and finish the trail. In addition to the mechanized equipment, work crews will need basic trail tools (shovels, hoes, loppers, rakes, etc.).

*UVTA owns 2 [CanyCom Tracked Haulers](#). If possible, a comparable machine should be procured to carry and dump the crushed stone.