



Here's all the information you'll need to plan your cycling excursion in the Northeast Kingdom:

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Cycling the Kingdom's Back Roads

Explore the "other"

Northeast Kingdom. The one accessible only along our unpaved roads.



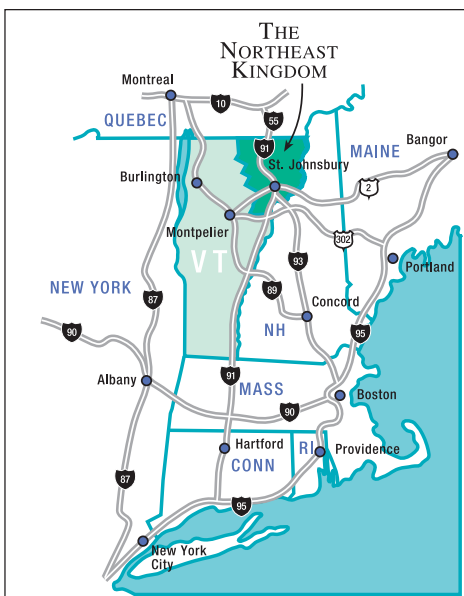
Consider this. The Northeast Kingdom of Vermont — the three-county region that occupies the extreme northeast corner of our state and so-nicknamed by a former Vermont governor and U.S. senator for its stunning beauty — has 2,546 miles of roads. Fifty nine percent of them — 1,501 miles — are unpaved! In a state where there is little public land available for mountain or hybrid bike riding (95 percent

of the land in Vermont is privately held), our unpaved roads provide a wealth of opportunities for riders of fat and wide tire bicycles.



Cyclists riding road bikes on paved roads have long recognized that the Northeast Kingdom has fabulous scenery, hospitable accommodations and quiet back roads. But road cyclists are some-

times reluctant to leave the perceived pleasures of the pavement. The thing about mountain bikes and hybrids — bikes with wider tires that offer greater stability over less smooth surfaces and greater gear ranges that





make it easier to go up hills — is that they can take you just about anywhere, over the most varied surfaces and terrain. The thing about the Northeast Kingdom is that there are plenty of places to exercise the features of these type bikes while discovering hidden treasures along our unpaved back roads.



So leave the road bike at home, or at least give it a rest while you explore our region on a mountain bike or hybrid. We're sure you'll decide

to keep on riding when the pavement stops — along the back roads of the Northeast Kingdom of Vermont!

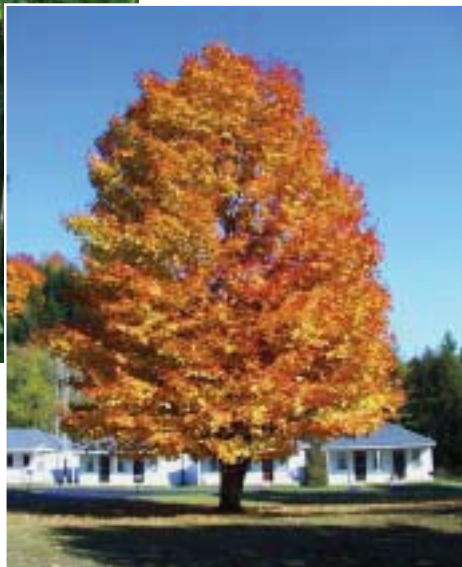


Cycling the Kingdom's Back Roads is a project of the Northeastern Vermont Development Association, with funding provided by the Vermont Transportation Planning Initiative. Project consultants include the National Center for Bicycling & Walking, Ecosystem Research Group, and Graphic Solutions. All photos by Bruce Burgess except Great Corn Maze photo, courtesy of The Great Vermont Corn Maze.

Information is accurate as of September 2003. Send suggestions, corrections and updates to info@NVDA.net.



Northeastern Vermont
Development Association (NVDA)
P.O. Box 630, St. Johnsbury, VT 05819
Phone: (802) 748-5181, Fax: (802) 748-1223
E-mail: info@NVDA.net.





Back Road Loops and Links

In 2000, the Northeastern Vermont Development Association (NVDA) engaged local Vermont cyclists to plan a series of bicycle routes on paved roads throughout the region. The result of that effort, *Cycling in the Kingdom*, was a network of loops and links available for your use and pleasure at http://www.nvda.net/Transp/documents/cycling_new.pdf. Since they first appeared, *Cycling in the Kingdom* routes have been ridden and enjoyed by local bicyclists and touring cyclists from across the U.S. alike. During the project, we wondered why we weren't planning wonderful bicycle rides using as many of our unpaved roads as possible. *Cycling the Kingdom's Back Roads* is the result of this realization.

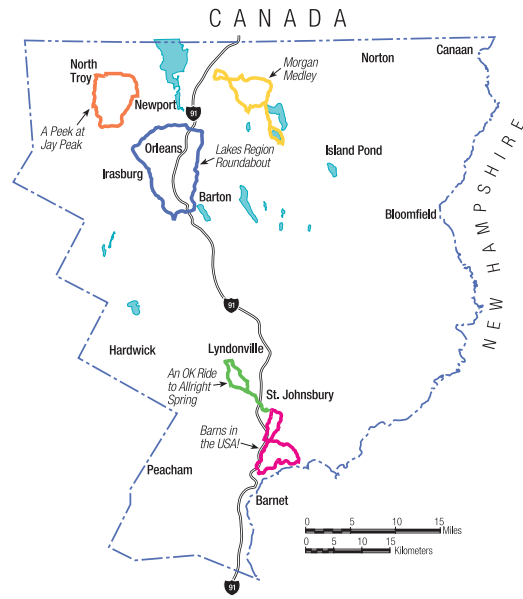


Cycling the Kingdom's Back Roads features six loops, five links (through-routes) and three spur routes. Use the loops for single- or multi-day

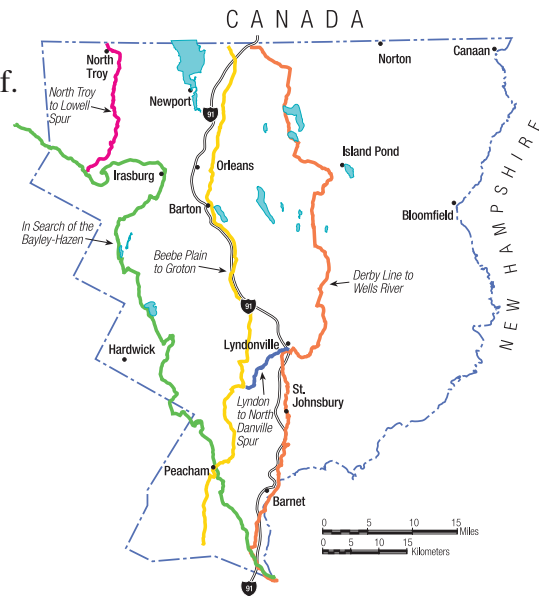
excursions. Use the links for north-south or west-east travel or to connect the loops for longer tours according to your own interests, time available and ability. Use the spurs for greater flexibility when planning extended travel itineraries.

Whatever route or routes you choose, you'll find that *Cycling the Kingdom's Back Roads* coupled with *Cycling in the Kingdom* will provide nearly endless opportunities for bicycling in the unspoiled region that many refer to as the Vermonter's Vermont.

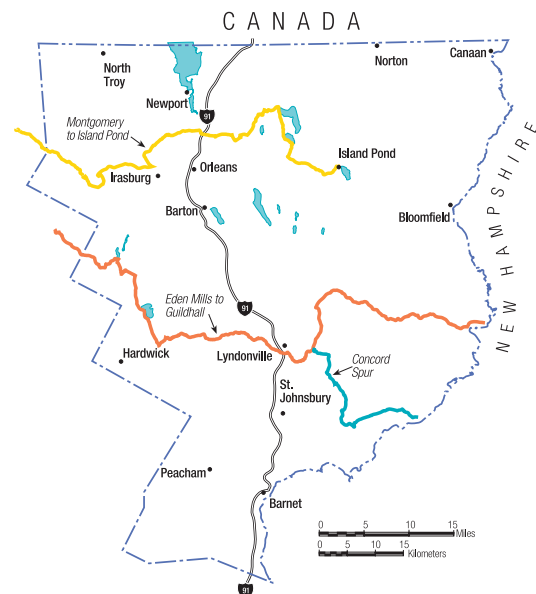
See combined network of loops and links on page 10.



Loops



North-South Links and Spurs



East-West Links and Spur



How Our Routes Were Selected

The routes in this guide were researched and selected by experienced cyclists who have been planning bicycle tours in Vermont for more than two decades. The routes were chosen because they are popular or are preferred by local cyclists, or provide continuous routes to destinations, or are lightly traveled, or are scenic, or offer unique experiences, or possess a combination of these attributes.

Three important parameters were followed during the route selection process. First, unpaved roads would be used to the maximum extent possible. Second, all routes would use existing public thoroughfares — no off-road riding or single track cycling would be required. And third, all roads must be accessible by ordinary emergency vehicles.



Although the preponderance of *Cycling the Kingdom's Back Roads* routes intentionally incorporate the use of local unpaved roads, local paved roads as well as state and national highways are sometimes used for connections and continuity. Thus, a range of motor vehicle volumes, speeds and types (including automobiles, trucks, buses, motorcycles and farm machinery) should be expected. Special provisions for bicycles should *not* be expected. Also, the routes are not signed.

Bicyclists contemplating the use of these materials should have several years of cycling experience; be able to understand and appreciate the traffic laws of Vermont; and be capable of operating their bicycles prudently, with common sense and reasonable care in shared bicycle/motor vehicle situations.

Using Our Maps and Route Directions

Use this key to match our routes to your ability:

Energetic beginner bicyclist(s). Able to comfortably ride 20 to 30 miles or 3-4 hours a day and prefer level to gently rolling terrain.

Intermediate cyclist(s). Get regular physical exercise and recently enjoyed bicycling 30 to 40 miles (4-6 hours) in a day and can handle most terrain.

Advanced cyclist(s). Cycle vigorously when you ride and regularly enjoy riding 40 to 50 miles or more in 4 to 6 hours over all types of terrain.

Level terrain. Mostly flat terrain averaging less than

4 percent grades. Remember, Vermont is not flat and even where the terrain is gentle, you are likely to encounter minor hills and short climbs.

Rolling terrain.

Undulating, varied terrain with grades ranging from 4 to 10 percent. Characterized by frequent short climbs and descents.



Continues on next page



How Our Routes Were Selected

Continued from previous page



Hilly terrain. Steep grades in excess of 10 percent and/or extended climbs ranging from 1 to 6 miles in length. Challenging and/or strenuous cycling should be expected.

Here are some other things you should know:

Mileages. Every effort has been made to provide accurate distances on the route directions. However, actual mileages may vary from user to user depending on the equipment used. Please report wildly inaccurate distances to info@NVDA.net.

Railroad tracks. Our maps indicate railroad tracks where they were observed during our field survey. It is likely that not every railroad track location was noted. Therefore, always be vigilant for railroad crossings. Gaps between the pavement and rails, as well as slick metal surfaces, can cause you to lose control of your bicycle and fall. Do not attempt to “jump” tracks or ride across them at any angle. Always dismount and walk across railroad tracks.

Covered bridges. Reduced light levels inside a covered bridge can make it difficult for motorists to see you and for you to see gaps between wooden floor boards that can cause you to lose control of your bicycle and fall.

Dismount and walk through a covered bridge if necessary.





Unpaved Roads in Vermont



If you're not from Vermont, perhaps your only frame of reference for an unpaved road is deep sand or gravel. That's NOT what we have here! And that's why we make an effort to call them unpaved and not dirt or gravel roads. Our unpaved roads are typically packed as hard as concrete and ideal for travel by mountain bikes and hybrids. In fact, those of us who are accustomed to cycling in Vermont ride a skinny tire bike on unpaved roads without much difficulty or concern, especially if the unpaved road avoids traffic or offers a more direct connection to a destination of interest.

Nevertheless, there are some things you will want to know before venturing off onto any unpaved road in Vermont.

Surface

Where loose stones do exist, experienced cyclists will ride where the right hand wheels of motor vehicles have cleared the stones away.



If you encounter soft earth, more than likely you'll also encounter a road grader within a short distance. Towns use graders to perform periodic maintenance, remove corrugations and potholes, and smooth unpaved roads by scraping the surface of the roadway to a depth of several inches. The only thing to do in such cases is to grin and bear it and wave a friendly hello to grader operators in appreciation of their efforts to keep our back roads in good shape.

If an unpaved road looks dark or damp, especially in summer months, it's because the town recently spread chloride (salt) along the road to hold down the dust – salt absorbs water vapor in the air adding moisture to the road surface. It's a good idea to hose your bike down after your ride to reduce the potential for corrosion.



Unpaved roads sometimes have corrugations on uphill grades. The corrugations are caused by motor vehicles that accelerate while climbing. That's why you'll notice the bumps on the uphills more than the downhills. Keep a good grip on the handlebars with both hands whether ascending or descending, locking your thumbs with your forefingers to keep your hands firmly in place. In this way the remaining fingers are available to operate the brakes.





Unpaved Roads in Vermont

35 Miles an Hour, Please!

The standard posted speed limit on all unpaved roads in the Northeast Kingdom is 35 mph. Not all drivers adhere to this limit, however. So when you hear a car fast approaching around a turn or over a hill where limited sight distance exists, do yourself a favor and move to the side of the road.



Services

Unpaved roads in the Northeast Kingdom are rural. In fact, one unpaved road in the woods looks pretty much like every other unpaved road in the woods. Accordingly, you should not expect to find services of any kind along them. Even if shown on our maps, they may not be open. Instead, you and those you ride with should expect to be self-sufficient carrying along for the ride any essentials you might need (water, snacks, food, insect repellent, pump or other tire inflation device, tire patch kit and first aid kit).



Also, cell phone coverage is spotty at best and although carried, the cell phone should not be relied on. If an emergency arises and you are unable to complete a call for help, approach the first house or hail the first vehicle you can find and request assistance.

Other Hazards

Dogs. Yes, we have them. Usually a sharply spoken, “Go home,” will turn a dog around. However, most dogs may consider that they are home and that you’re the one who’s not. In the case of a persistent threat, dismount, put your bicycle between yourself and the beast, and walk out of the dog’s territory.

Steep grades. Yes, we have them. Keep your speed under control at all times, especially on downhills.

Poison Ivy. Yep. This too. Get to know the enemy and be careful where you step or wipe if you venture off the beaten path.



Railroad tracks. These as well. Many cyclists believe the safest way to cross tracks is to ride over them at a 90 degree angle and they may escape injury doing so. However, the most likely injury resulting from a crash at a set of railroad tracks is a broken collarbone. So remember, the safest way to cross tracks is to dismount and walk across them.

Wildlife. We are known to have moose and bear, and you may be lucky enough to spot them from a distance. More likely, you’ll see chipmunks, squirrels and birds. Maybe even a deer or a fox. But it’s almost guaranteed that you’ll encounter deer flies in quantity during the summer months, especially when grinding up a hill. So keep the repellent within reach to keep these pesky critters at bay.



Frequently Asked Questions



When is peak leaf season in the Northeast Kingdom? Generally, from the last week of September through Columbus Day in October, beginning with northern locations and high elevations and moving southward into lower elevations throughout this period. For a “leaf peepers” report, call 1-800 VERMONT during fall foliage season for an up-to-date assessment of color.



What’s the best time to bicycle in the Northeast Kingdom? Spring arrives during the last week of May when you can expect to find blossoms on the trees and dandelions in the fields. Summer comes quickly in June and lingers until Labor Day. The cycling season usually comes to a close by mid-October.

Are bicycles permitted on all roads? Bicycles may be ridden on all roads in Vermont except where prohibited by law. In the Northeast Kingdom, bicycles are prohibited on Interstates 91, 93, and a portion of U.S. Route 2 between Danville and St. Johnsbury.

Will I be sharing the road with other vehicles? Just because a road is unpaved and lightly traveled, it doesn’t mean it is devoid of vehicles. People live and work along our unpaved roads. So, yes, you need to be aware that you will occasionally encounter other forms of traffic.





Let's Take It Easy Out There

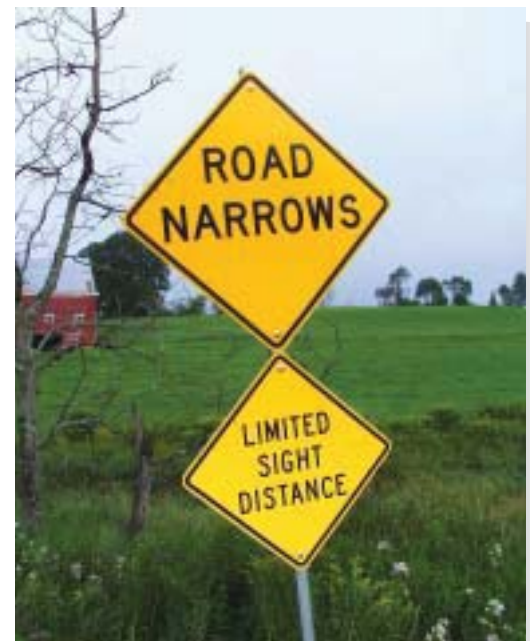
As attractive as the Northeast Kingdom is for cycling, we all need to practice safe cycling techniques and appropriate roadway courtesy to ensure a safe and pleasant experience, free of accident and injury.

Cyclists need the ability to handle themselves and their bicycles under various situations including grade, surface treatments, obstructions and hazards, traffic regulations, and the varied conditions presented by sharing the roadway with motor vehicles. Cycling also requires good judgment and recognition of existing circumstances and conditions the cyclist is likely to encounter while cycling. Only the cyclist knows his or her own ability to cope with certain riding conditions.

The conditions you encounter while cycling can be infinite. Soft earth and loose stones may exist where a hard, smooth surface is expected. Motor vehicles and dogs may suddenly seem to appear out of nowhere. Sand, gravel, stop signs and even railroad tracks may follow a steep descent without warning. A recent downpour may have caused unforeseen deep ruts or washouts. What was, a short time before, a perfect paved surface with good lane width and adequate sight distance may, within a day, have been freshly tarred and graveled constricting the traveled portion of the roadway.

Therefore, as a cyclist, you are responsible for 1) operating your bicycle both safely and prudently under all conditions, and 2) making sure the bicycle your are riding is in excellent operating

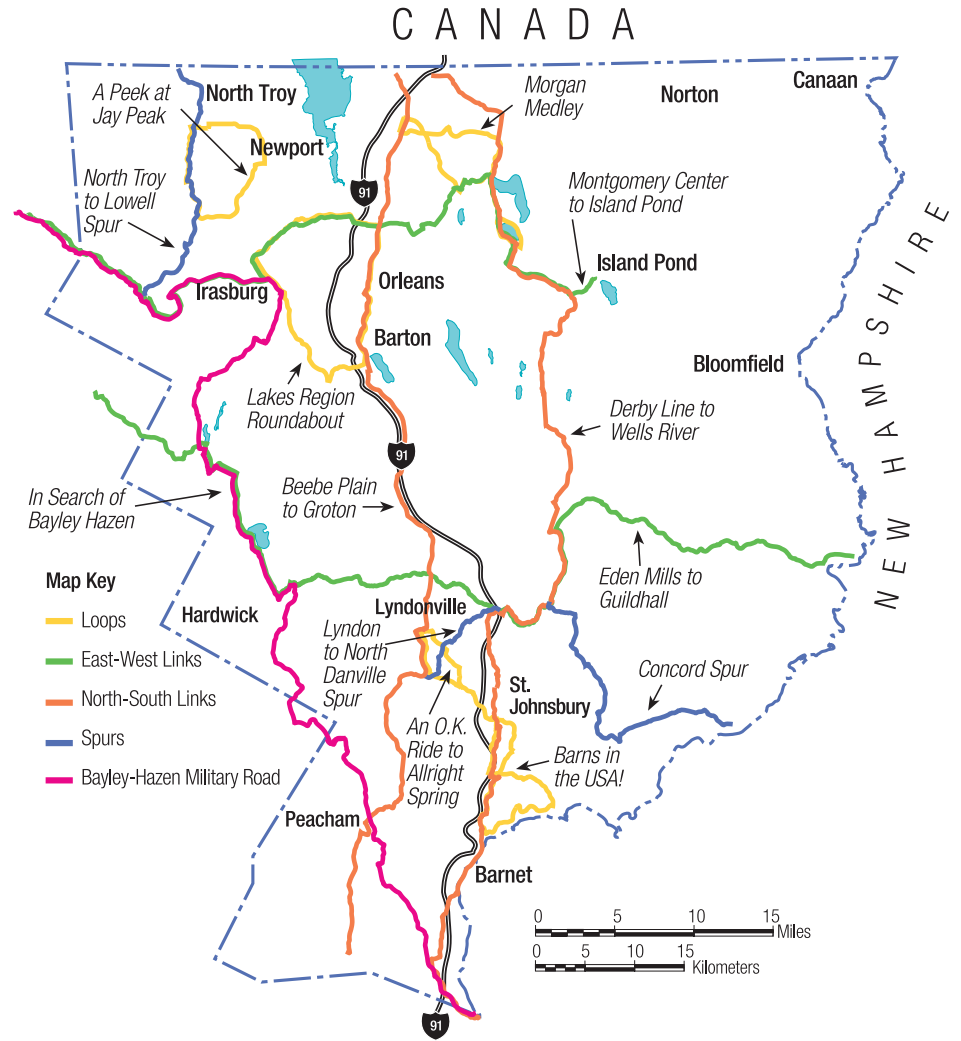
IMPORTANT NOTICE: The agencies, organizations, and individuals involved in development of this guide in no way assume liability or warrant the condition, suitability or appropriateness of the highways indicated for shared bicycle/motor vehicle use. Users of this guide accept all responsibility and risks, inherent and not inherent, associated with its use.





Combined Network of Loops and Links

When combined, our loops and links create a network of back road bicycle routes that covers the kingdom



Loops

- A Peek at Jay Peak
- An O.K. Ride to Allright Spring
- Barns in the USA!
- Lakes Region Roundabout
- Morgan Medley

North-South Links and Spurs

- In Search of Bayley-Hazen
- Beebe Plain to Groton
- Derby Line to Wells River
- Lyndon to North Danville Spur
- North Troy to Lowell Spur

East-West Links and Spur

- Eden Mills to Guildhall
- Montgomery Center to Island Pond
- Concord Spur

A Peek at Jay Peak

(Continues on next page)

Within the area bounded by Route 101 to the west, Route 105 to the north and east and Route 58 to the south lies an expansive valley surrounded by higher terrain, the most prominent of which is Jay Peak. For years, commercial bicycle tours have skirted this area, keeping to the paved roads. Yet the interior of this region, largely criss-crossed by unpaved roads, beckons to those of us who dare to keep on going when the pavement stops. Mountain bikes and hybrids make this possible. So we've designed a nice loop that combines easy riding with spectacular views and connects two communities — Troy and Newport Center — that have stores where provisions may be bought. All the while, Jay Peak keeps silent vigil over our progress.



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ROUTE DIRECTIONS

Cummulative mileage	Instructions	Miles to next turn
0.0	From Troy, ride EAST on Route 100 (P).	0.5
0.5	RIGHT on Loop Road (P). Becomes unpaved in 1.0 mile.	2.5
3.0	STRAIGHT on Collins Mill Road (U).	5.7
8.7	RIGHT on Route 100 (P).	0.5
9.2	LEFT on Niles Road (U).	1.7
10.9	STRAIGHT on Cross Road (P).	0.4
11.3	RIGHT to continue on Cross Road (P) at Searles Road Cross RR tracks in 0.1 mile.	0.2
11.5	Arrive in Newport Center.	
11.5	Depart Newport Center on Cross Road (P). Cross RR tracks in 0.1 mile.	0.2
11.7	RIGHT on Searles Road (P). Becomes unpaved in 1.7 miles at the Troy town line.	3.1
14.8	LEFT on East Hill Road (P).	0.3
15.1	RIGHT on Bergeron Road (U).	1.0
16.1	To take a side trip that visits the River Road covered bridge (in 0.1 mile) and Big Falls (in 1.4 miles), turn RIGHT on River Road (U). Return to this intersection to complete the ride.	
16.1	From the intersection of Bergeron Road and River Road, ride SOUTH on River Road (U). Becomes paved in 2.8 miles.	3.6
19.7	RIGHT on Route 100 South (P).	0.3
20.0	Arrive in Troy, VT.	
Total mileage 20.0		

NOTE: Unpaved roads are indicated by (U); paved roads by (P).

Distance: 20.0 miles (14.3 miles are unpaved), PLUS up to 2.8 additional unpaved miles with a side trip to a covered bridge and waterfall.

Terrain: Level, rolling and hilly

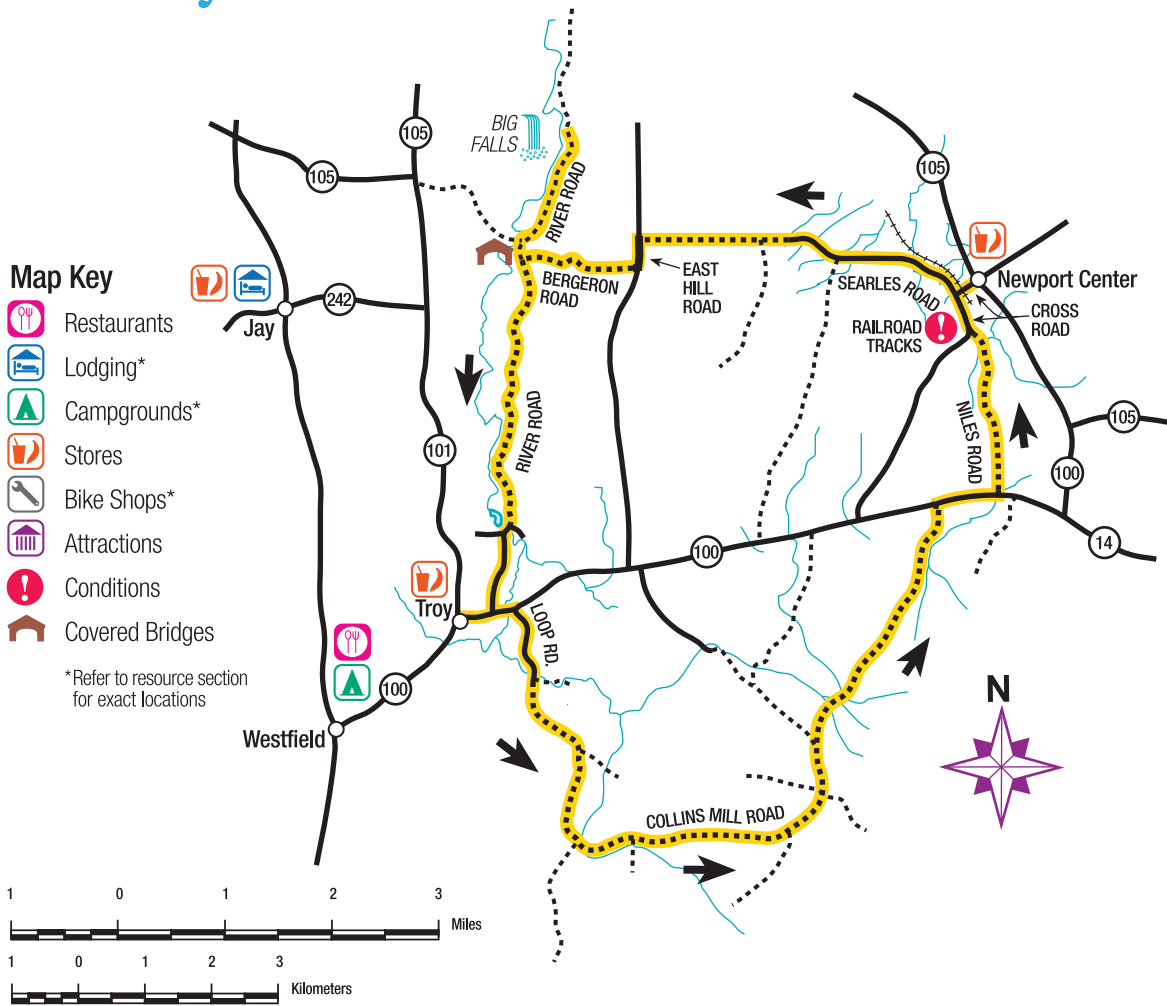
Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, a few steep hills

Attractions: Views of Jay Peak, optional side trip to Big Falls and River Road covered bridge

Services: *Lodging:* Jay; *Restaurants:* Westfield; *Camping:* Westfield; *Stores:* Newport Center, Troy

A Peek at Jay Peak *(Continued from previous page)*



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An O.K. Ride to Allright Spring

Actually, this easy loop is more than okay. It's delightful! And in late August, it's truly amazing! Depart from St. Johnsbury — or from The Allright Spring for fewer miles — and wend your way along gentle grades to historic Old North Church. When the corn is tall, stop at the Great Vermont Corn Maze and find your way through the myriad dead ends and right angles to ring the hidden bell. Sort of sounds like trying to follow our route directions, doesn't it? The return ride is a breeze — it's mostly a downhill coast, passing The Allright Spring for a second time.

(Continues on next page)



Distance: Starting from St. Johnsbury, 18.0 miles (7.8 miles are unpaved)

Starting from The Allright Spring park, 11.6 miles (7.8 miles are unpaved)

Terrain: Rolling to hilly

Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, a few steep hills

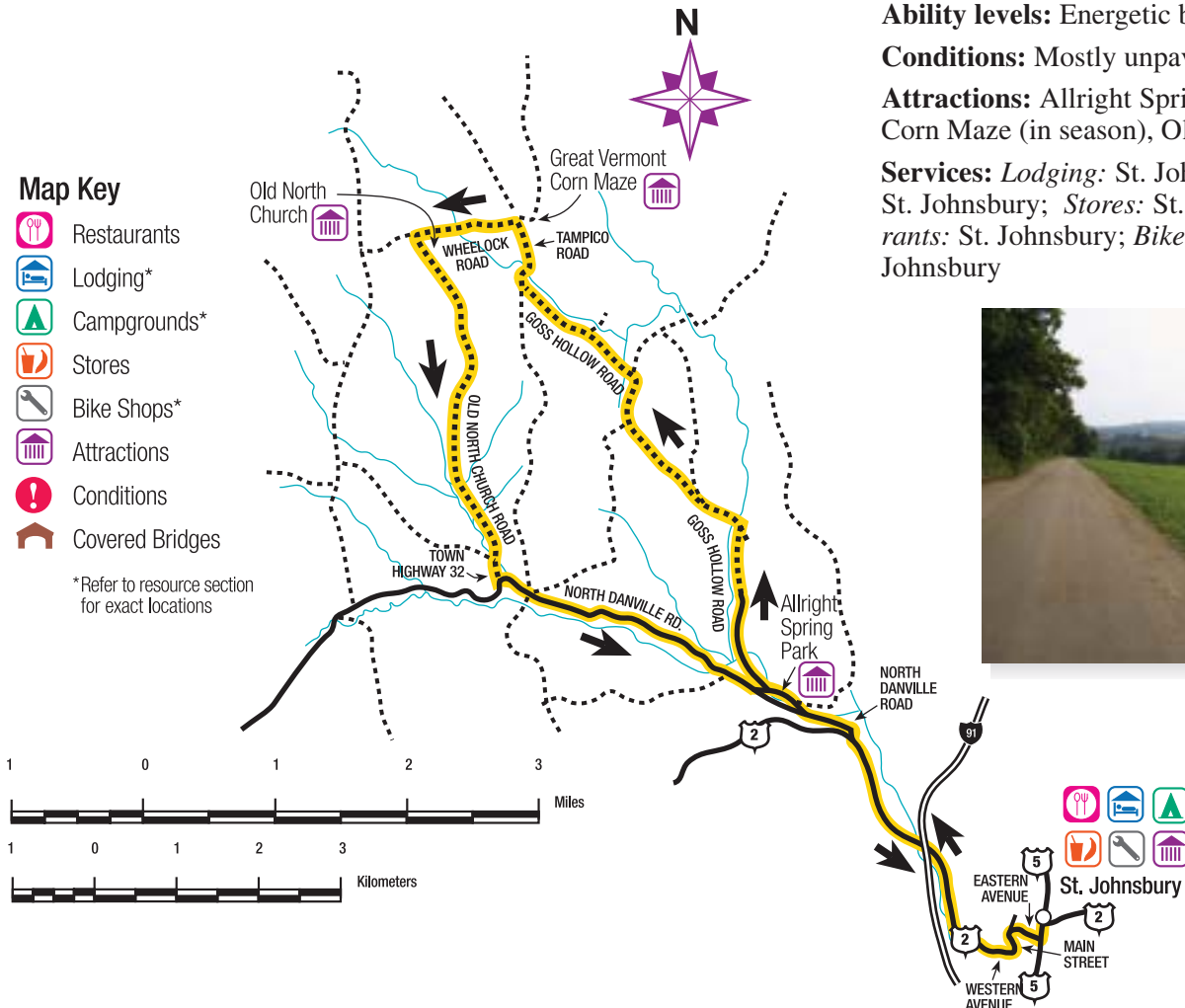
Attractions: Allright Spring, Great Vermont Corn Maze (in season), Old North Church

Services: *Lodging:* St. Johnsbury; *Camping:* St. Johnsbury; *Stores:* St. Johnsbury; *Restaurants:* St. Johnsbury; *Bike Shops:* St. Johnsbury

Map Key

- Restaurants
- Lodging*
- Campgrounds*
- Stores
- Bike Shops*
- Attractions
- Conditions
- Covered Bridges

*Refer to resource section for exact locations



An O.K. Ride to Allright Spring

(Continued from previous page)

ROUTE DIRECTIONS

Cummulative mileage	Instructions	Miles to next turn
0.0	From the intersection of US Routes 5 and 2 in downtown St. Johnsbury, ride SOUTH on US Routes 2 West and 5 South (P).	0.1
0.1	RIGHT to continue on US Route 2 West/Eastern Avenue (P).	0.3
0.4	LEFT to continue on US Route 2 West/Main Street (P).	0.1
0.5	RIGHT to continue on US Route 2 West/Western Avenue (P).	2.1
2.6	RIGHT on North Danville Road (P).	0.6
3.2	From The Allright Spring park, ride in a NORTHWESTERly direction on Goss Hollow Road (P). Becomes unpaved in 1.0 mile.	2.0
5.2	STRAIGHT to continue on Goss Hollow Road (U) at Rabbit Plain Road.	1.0
6.2	STRAIGHT (right) to continue on Goss Hollow Road (U) at Stanton Road.	0.3
6.5	LEFT to continue on Goss Hollow Road (U) at Y intersection.	1.2
7.7	RIGHT on Tampico Road (U).	0.6
8.3	Arrive at intersection of Tampico Road and Wheelock Road. In season, you'll find the Great Vermont Corn Maze just east of this intersection. To visit the corn maze, turn RIGHT on Wheelock Road (U) and ride just 0.2 mile. Return to this intersection after visiting the maze to continue the ride.	
8.3	From the intersection of Tampico Road and Wheelock Road, ride WEST on Wheelock Road (U).	0.8
9.1	LEFT on Old North Church Road (U). Old North Church is on your left at this turn.	2.7
11.8	LEFT on Town Highway 32 (U).	0.2
12.0	LEFT on North Danville Road (P).	2.8
14.8	From The Allright Springs Park, continue STRAIGHT on North Danville Road (P).	0.6
15.4	LEFT on US Route 2 East (P).	2.1
17.5	LEFT to continue on US Route 2 East/Main Street (P).	0.1
17.6	RIGHT to continue on US Route 2 East/Eastern Avenue (P).	0.3
17.9	LEFT on US Routes 2 East and 5 North (P).	0.1
18.0	Arrive in downtown St. Johnsbury.	
Total mileage 18.0		

NOTE: Unpaved roads are indicated by (U); paved roads by (P).

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Barns in the USA!

(Continues on next page)

Well, would you settle for barns and Barnets in Caledonia County? Either way, bring your camera and see how many different kinds you can collect. The most stunning is one of Vermont's few remaining round barns, this one still in outstanding condition. Choose from a short ride of 10 miles, or after you've ridden a while, decide to take the longer 25-mile ride. Both routes start out with a vigorous climb but conclude with a gentle spin along level terrain that borders the scenic Passumpsic River. Pack a picnic lunch and enjoy it at a small riverside park near the village of Passumpsic. Both rides follow a Class 4 road for a short distance, which is walkable if necessary.



Distance: 25.0 miles (17.5 miles are unpaved) Short version is 10.0 miles (6.1 miles are unpaved)

Terrain: Level to hilly

Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, a few steep hills

Attractions: Classic barns, Comerford Dam, Passumpsic River, St. Johnsbury Athenaeum, Fairbanks Museum and Planetarium

Services: *Lodging:* St. Johnsbury; *Barnet Camping:* St. Johnsbury; *Stores:* St. Johnsbury; *Restaurants:* St. Johnsbury; *Bike shops:* St. Johnsbury

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Barns in the USA! *(Continued from previous page)*



ROUTE DIRECTIONS

Cummulative mileage	Instructions	Miles to next turn
0.0	From the intersection of Routes 5 and 2 in downtown St. Johnsbury, ride EAST on Route 2 (P). 0.6	
0.6	RIGHT on Concord Avenue (P). 1.5	
2.1	RIGHT on Hastings Avenue (U). Becomes a 0.3-mile long Class 4 road (primitive) in 0.3 mile. 1.1	
3.2	RIGHT on Simpson Brook Road (U). 1.7	
4.9	LEFT on Hale Road (U). 1.6	
6.5	STRAIGHT on Hale Road (U) at Valley View Road 1.8	
8.3	STRAIGHT (right) on Duck Pond Road (U). 1.2	
9.5	RIGHT on Lower Waterford Road (P). Becomes unpaved in 0.3 mile. 3.0	
12.5	STRAIGHT to continue on Comerford Dam Road (P) at Valley View Road 3.3	
15.8	RIGHT on Old Silo Road (U). 4.2	
20.0	LEFT on Bridge Street (U). Becomes paved in 0.5 mile. 0.7	
20.7	RIGHT on River Road (P). Becomes unpaved in 0.1 mile and remains unpaved for 3.3 miles. Becomes Weeks Court (P) in 3.7 miles. 4.0	
24.7	RIGHT on Route 2 (P). 0.3	
25.0	Arrive at intersection of Routes 5 & 2.	
Total mileage 25.0		

SHORT VERSION

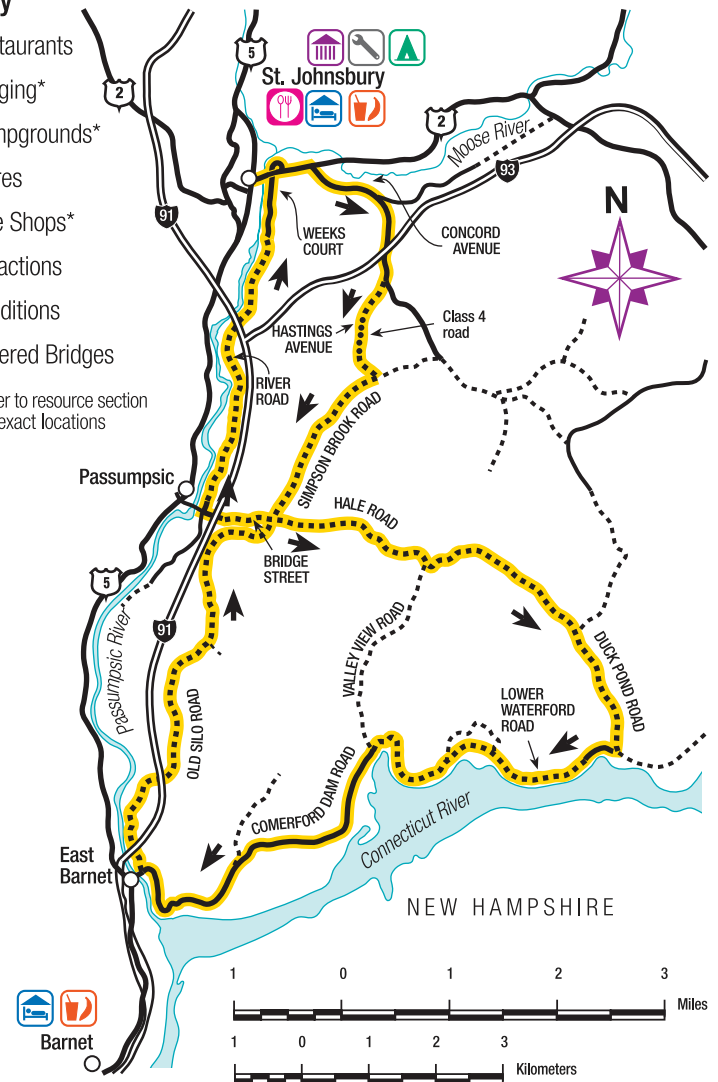
Cummulative mileage	Instructions	Miles to next turn
0.0	From the intersection of Routes 5 and 2 in downtown St. Johnsbury, ride EAST on Route 2 (P). 0.6	
0.6	RIGHT on Concord Avenue (P). 1.5	
2.1	RIGHT on Hastings Avenue (U). Becomes a 0.3-mile long Class 4 road (primitive) in 0.3 mile. 1.1	
3.2	RIGHT on Simpson Brook Road (U). 1.7	
4.9	RIGHT on Hale Road (U). Becomes Bridge Street in 0.1 mile. Bridge Street becomes paved in 0.5 mile. 0.8	
5.7	RIGHT on River Road (P). Becomes unpaved in 0.1 mile and remains unpaved for 3.3 miles. Becomes Weeks Court (P) in 3.7 miles. 4.0	
9.7	RIGHT on Route 2 (P). 0.3	
10.0	Arrive at intersection of Routes 5 & 2.	
Total mileage 10.0		

NOTE: Unpaved roads are indicated by (U); paved roads by (P).

Map Key

- Restaurants
- Lodging*
- Campgrounds*
- Stores
- Bike Shops*
- Attractions
- Conditions
- Covered Bridges

*Refer to resource section for exact locations





NVDA
 Northeastern Vermont
 Development Association

Lakes Region Round- about *(Continues on next page)*

A covered bridge, an historic stone house and museum, and glacial lakes are features you'll pass on this Orleans County circuit. View Lake Memphremagog and Canada from the heights along roller coaster Coventry Station Road. Stop for a swim in Lake Parker at the southern tip of this loop. Enjoy the Orleans County Fair in Barton. Attempt the entire distance in one day or make it a two-day tour by arranging overnight stays in Irasburg, Coventry, Barton or West Glover.



Distance: 30.6 miles

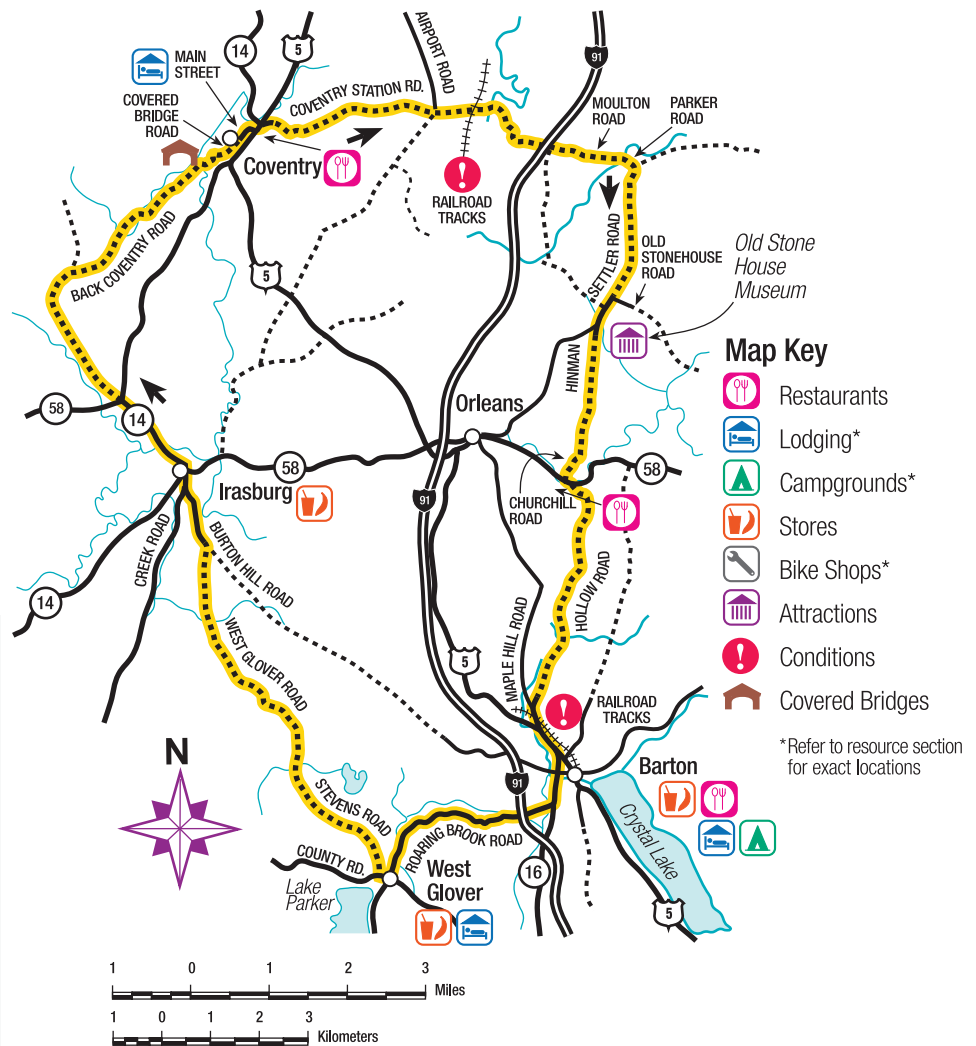
Terrain: Rolling to hilly

Ability levels: Intermediate to advanced

Conditions: Mostly unpaved, some steep hills

Attractions: Old Stone House Museum (Brownington), Lower Covered Bridge (Coventry), Lake Parker (West Glover), Crystal Lake (Barton)

Services: *Lodging:* Barton, Coventry, West Glover; *Camping:* Barton; *Stores:* Barton, Irasburg, West Glover; *Restaurants:* Barton, Coventry, Orleans



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Lakes Region Roundabout

(Continued from previous page)



Cumulative mileage	ROUTE DIRECTIONS		Miles to next turn
	Instructions		
0.0	Depart Irasburg on combined Routes 14 North and 58 West (P).		1.2
1.2	STRAIGHT on Back Coventry Road (U) where Routes 14 North and 58 West divide. Becomes Covered Bridge Road in 4.5 miles at Coventry town line. Pass through Lower covered bridge in 4.5 miles.		5.2
6.4	STRAIGHT on Main Street (P) in Coventry.		0.3
6.7	LEFT on combined Routes 14 North and 5 North (P), then RIGHT on Coventry Station Road (P) in 100 yards. Coventry Station Road becomes unpaved in 0.1 mile.		2.5
9.2	STRAIGHT on Coventry Station Road (U) at Airport Road. Cross RR tracks in 0.6 mile. Becomes Moulton Road (U) in 2.1 miles at Brownington town line.		2.8
12.0	RIGHT on Parker Road (U).		0.2
12.2	RIGHT on Hinman Settler Road (U). Becomes paved in 1.5 miles. Old Stone House Museum on left in Brownington in 1.8 miles.		2.2
14.4	STRAIGHT (left) on Hinman Settler Road (P). Becomes unpaved in 0.1 mile. Becomes Churchill Road (U) in 1.1 miles at the Barton town line.		2.0
16.4	LEFT on Rt. 58/Willoughby Avenue (P), then RIGHT on Hollow Road (U) in 0.1 mile. Becomes paved in 3.1 miles.		3.3
19.7	LEFT on Maple Hill Road (P). Cross RR tracks in 0.2 mile.		0.4
20.1	LEFT on Route 5 (P).		0.4
20.5	RIGHT on Route 16 (P) in Barton.		0.7
21.2	RIGHT on Roaring Brook Road (P).		2.8
24.0	RIGHT on County Road (P) in West Glover.		0.1
24.1	RIGHT on Stevens Road (U). Becomes West Glover Road (U) in 2.5 miles at Irasburg town line.		5.4
29.5	LEFT on Burton Hill Road (P).		0.8
30.3	RIGHT on Creek Road (P)		0.3
30.6	Arrive in Irasburg.		
Total mileage 30.6			



NOTE: Unpaved roads are indicated by (U); paved roads by (P).

Morgan Medley

(Continues on next page)

Here's a set of short loops that offers relatively easy cycling and some great views of our best northern lakes – Seymour, Echo, Salem and Derby. Tailor your ride to suit the time available, the distance you want to travel or your energy level by starting in either Morgan, Derby Center or East Charleston. You'll find a number of country stores along the way where you can buy food and drinks.



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Distance: *Morgan to East Charleston loop*, 13.0 miles (11.4 miles are unpaved); *Morgan to Derby Center loop*, 19.2 miles (13.6 miles are unpaved); or 32.2 miles (25.0 miles are unpaved) by combining the two loops

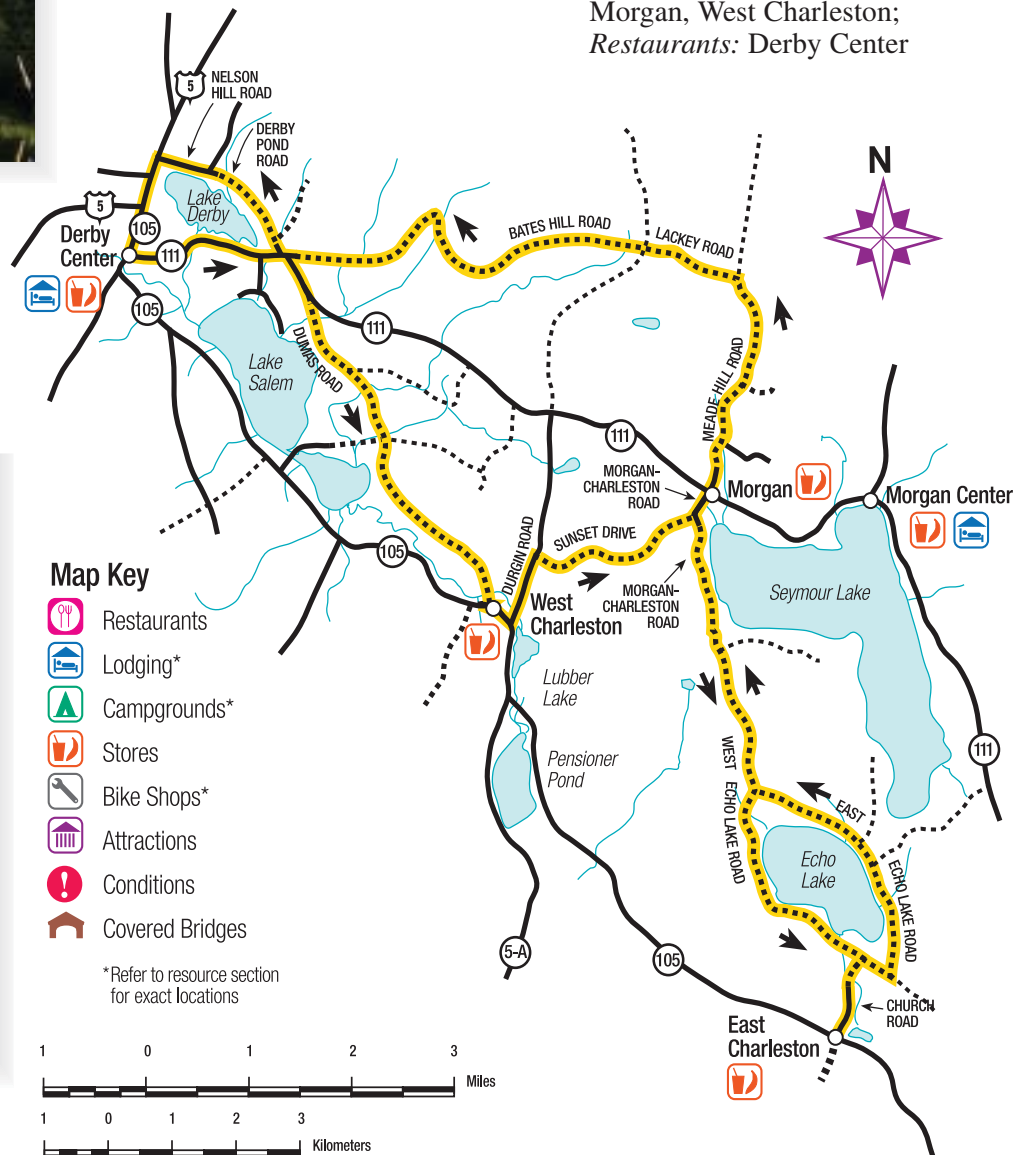
Terrain: Rolling to hilly

Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, a few steep hills

Attractions: Seymour Lake, Echo Lake, Derby Pond, Lake Salem

Services: *Lodging:* Morgan Center, Derby Center; *Stores:* Derby Center, East Charleston, Morgan, West Charleston; *Restaurants:* Derby Center



Morgan Medley

(Continued from previous page)

ROUTE DIRECTIONS

Morgan to East Charleston 13.0 miles (11.4 miles are unpaved)

Cummulative mileage	Instructions	Miles to next turn
0.0	From the country store in Morgan, ride SOUTH on Morgan-Charleston Road (P). Becomes unpaved in 0.3 mile. Becomes West Echo Lake Road (U) in 2.2 miles.	5.3
5.3	RIGHT on Church Hill Road (U). Becomes paved in 0.5 mile.	0.9
6.2	Arrive at the country store in East Charleston.	
0.0	From the country store in East Charleston, ride north on Church Hill Road (P). Becomes unpaved in 0.3 mile.	0.9
0.9	RIGHT on East Echo Lake Road (U).	2.9
3.8	RIGHT on West Echo Lake Road (U). Becomes Morgan-Charleston Road (U) in 0.9 mile. Becomes paved in 2.7 miles.	3.0
6.8	Arrive at the country store in Morgan.	

Total mileage 13.0 miles

Combine this loop with the Morgan to Derby Center loop for a total distance of 32.2 miles.

NOTE: Unpaved roads are indicated by (U); paved roads by (P).



ROUTE DIRECTIONS

Morgan to Derby Center 19.2 miles (13.6 miles are unpaved)

Cummulative mileage	Instructions	Miles to next turn
0.0	From the country store in Morgan, ride NORTH on Meade Hill Road (P). Becomes unpaved in 0.1 mile.	2.1
2.1	LEFT on Lackey Road (U). Becomes Bates Hill Road in 1.0 mile and becomes paved in 4.6 miles.	5.2
7.3	RIGHT on Rt. 111 West (P), then RIGHT on Derby Pond Road (U) in 100 yards.	1.3
8.6	STRAIGHT to continue on Nelson Hill Road (P).	0.6
9.2	LEFT on U.S. Route 5 (P).	0.4
9.6	STRAIGHT on Route 105 (P).	0.5
10.1	Arrive at intersection of Routes 111 and 105 in Derby Center.	
0.0	From the intersection of Routes 111 and 105 in Derby, ride EAST on Route 111 (P).	2.2
2.2	RIGHT on Dumas Road (U).	3.7
5.9	LEFT on Route 105 East (P) in West Charleston.	0.2
6.1	LEFT on Durgin Road (P).	0.7
6.8	RIGHT on Sunset Drive (U).	2.0
8.8	LEFT on Morgan-Charleston Road (P).	0.3
9.1	Arrive at country store in Morgan.	

Total mileage 19.2 miles

Combine this loop with the 13.0-mile Morgan to East Charleston loop for a total distance of 32.2 miles.

NOTE: Unpaved roads are indicated by (U); paved roads by (P).



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In Search of Bayley-Hazen



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Within the Northeast Kingdom are remnants of a Revolutionary War era military road. Proposed and started in 1776 by Colonel Jacob Bayley, continued in 1779 and later abandoned by General Moses Hazen, the road — and what remains of it — extends from Wells River in a northwesterly direction to what is now known as Hazen’s Notch.

For sure, exploration of the road is accomplished far better by mountain bike and hybrid than by motor vehicle. Small details, historical markers, grave sites and monuments that still recall the events of long ago may escape the eye when barreling along in a car but will not be missed by bike. As inveterate touring cyclist Josh Lehman reminds us, “bicyclists travel fast enough to span the forest but slow enough to spot the trees.”

Much of the original route can be followed using existing roads, the majority of which remain unpaved. Indeed, the character of the original road as described in the 1959 Northeast Vermont Development Association (NVDA) booklet, *Bayley-Hazen*

Military Road – 1776 & 1779, aptly describes what cyclists will find today.

“It makes no concessions to comfort or convenience, and very few even to the law of gravity. It goes as straight as possible, regardless of grade, like an old Roman road, but by no means regardless of that bogey of the early road builders in New England. In general it keeps on the ridge-tops, dodging the wet spots as much as possible, crossing brooks and larger streams at right angles, almost never following them.”

Sound like fun? Then let’s get started in search of Bayley Hazen.



The history of the Bayley-Hazen Military Road begins with the ill-starred campaign of 1775-1776 during which Benedict Arnold and Richard Montgomery attempted to capture Canada. The American army urgently needed reinforcements and supplies to continue the siege of Quebec, and Bayley, head of the frontier militia and a resident of Newbury, Vermont, repeatedly wrote to General George Washington urging upon him the importance of constructing a new road that would shorten existing supply routes. Washington, determined to act without the approval of Congress, approved construction of the road on April 29, 1776 aware of the critical situation at Quebec, but equally aware that a road to Canada could just as easily facilitate an attack of British troops from the north.

In mid-1776, the campaign in Canada foundered. Washington instructed Bayley to abandon work on the road which had reached a point about six miles



boro. By late summer, Hazen had reached the notch that now bears his name in the Green Mountains near Westfield where work was halted still some forty miles short of the road's intended destination, St. Johns, Canada.

As a military achievement, the Bayley-Hazen road was not a great one. Instead, it was more of an aggravation to the settlers of Peacham, Ryegate and Newbury, as it could be traveled both ways and the British conducted raids down the road from time to time, as anticipated. In September 1781, two members of an American scouting party were killed near the block house on Caspian Lake. A memorial to this event can be seen today.

For convenience as well as for tour planning, we've divided our route into three "do-able" sections. The first section goes from Wells River to Danville, a distance of about 22 miles. Section two connects Danville with Craftsbury, a distance of 30 miles. The final leg of the route is 37 miles and will take you from Craftsbury to Montgomery. Accommodations and services may be found at the beginning and end of each route section and sometimes along the way.



north of Elkin's place in Peacham. There construction lay dormant until April, 1779

when General Moses Hazen of Haverhill, Massachusetts received orders to complete the road in anticipation of another Canadian campaign.

Hazen's men built a block-house on Cabot Plains and as the road progressed, they built another six miles farther on in Walden. Still another blockhouse was built at Caspian Lake near Greens-





In Search of Bayley-Hazen

Wells River to West Danville

NVDA

Northeastern Vermont Development Association



ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
0.0	From the intersection of US Routes 5 and 302 West in downtown Wells River, ride NORTH on US Route 5 (P). NOTE: The original Bayley Hazen Military Road began at what is now the intersection of Water Street (on your left in 0.1 mile) and US Route 5 in Wells River.	0.3
0.3	LEFT on Bible Hill Road (P). Bible Hill Road becomes Bayley-Hazen Road in 1.7 miles at the Ryegate town line. Bayley-Hazen Road becomes unpaved 0.3 mile west of Interstate 91 overpass and remains unpaved for 1.0 mile.	3.9
4.2	RIGHT to continue on Bayley-Hazen Road (P) at Boltonville Road on left. Ticklenaked Pond access road on your left in 0.2 mile.	1.4
5.6	STRAIGHT on North Bayley-Hazen Road (U) in Ryegate Corners. Becomes Mosquitoville Road (U) in 5.1 miles at the Barnet town line.	5.2
10.8	LEFT on Schoolhouse Road (U).	1.9
12.7	RIGHT on Kinnerson Lane. (U).	0.2
12.9	LEFT to continue on Kinnerson Lane. (U). Becomes Farrow Farm Road (U) in 0.8 mile at the Peacham town line.	1.2
14.1	LEFT on Peacham-Barnet Road (P).	0.8
14.9	RIGHT on Peacham-Groton Road (P) in South Peacham. Becomes Main Street in 0.2 mile.	0.3
15.2	RIGHT on Bayley-Hazen Road (U). Historic Elkins Tavern (1787) on your right in 0.3 mile.	0.5
15.7	STRAIGHT on Bayley-Hazen Road (P).	0.2
15.9	STRAIGHT to continue on Bayley-Hazen Road (P) in Peacham.	1.7
17.6	LEFT (straight) to continue on Bayley-Hazen Road (U). Becomes Woodward Road in 3.4 miles at the Danville town line.	4.5
22.1	Arrive in West Danville. <i>Route continues on next page.</i>	

NOTE: Unpaved roads are indicated by (U); paved roads by (P).

Distance: Wells River to West Danville, 22.1 miles (14.6 miles are unpaved)

Terrain: Rolling to hilly

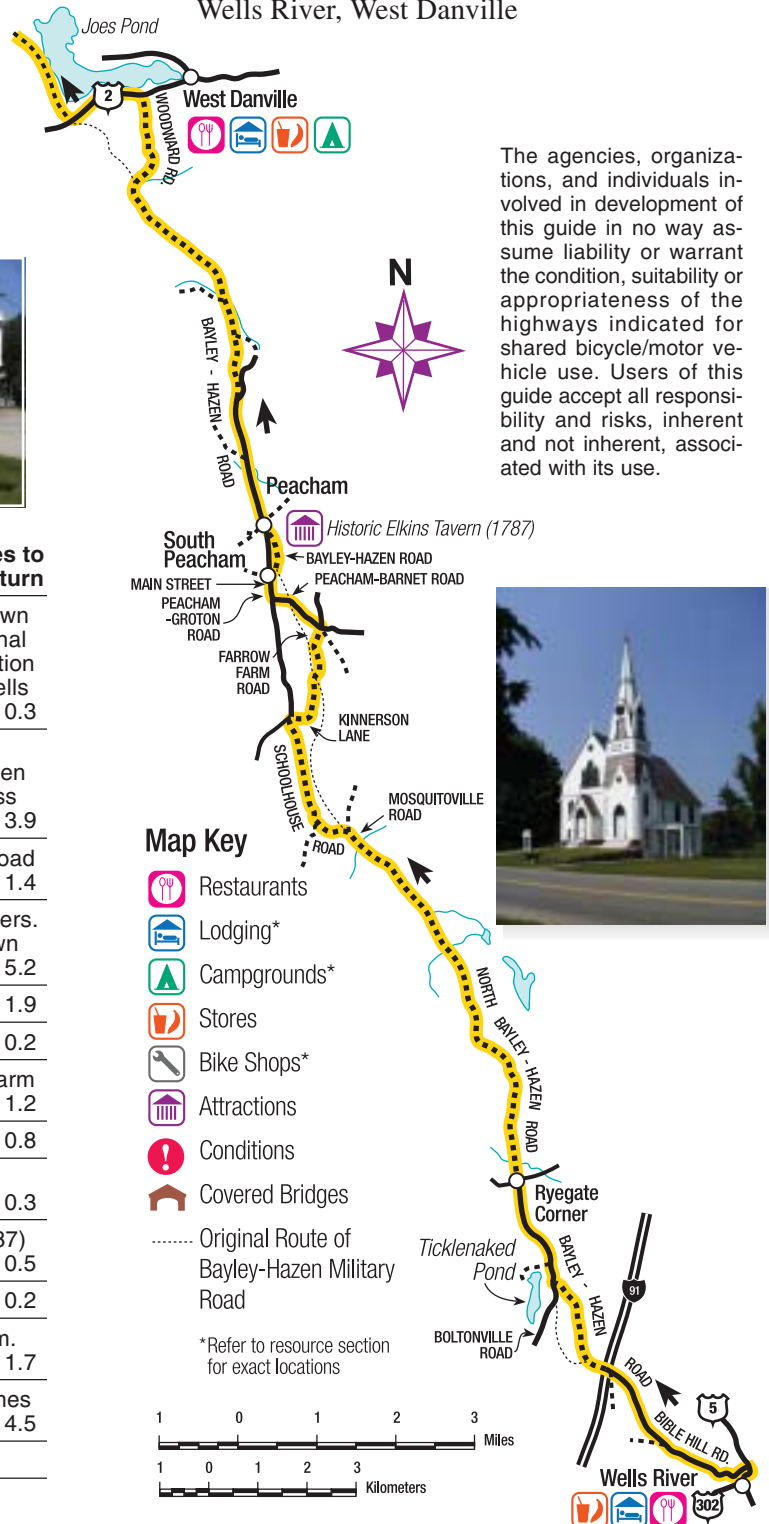
Ability levels: Intermediate to advanced

Conditions: Mostly unpaved, some steep hills

Attractions: Tickle Naked Pond, Historic Elkins Tavern

Services: *Lodging:* Wells River, West Danville; *Camping:* West Danville; *Stores:* Wells River, West Danville; *Restaurants:* Wells River, West Danville

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In Search of Bayley-Hazen

West Danville to Craftsbury



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Development Association

Distance: West Danville to Craftsbury, 29.8 miles (20.8 miles are unpaved)

Terrain: Rolling to hilly
Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, a few steep hills

Attractions: Monument memorializing Constant Bliss and Moses Sleeper, Joes Pond, Caspian Lake, Circus Smirkus, Little Hosmer Pond, Craftsbury Outdoor Center

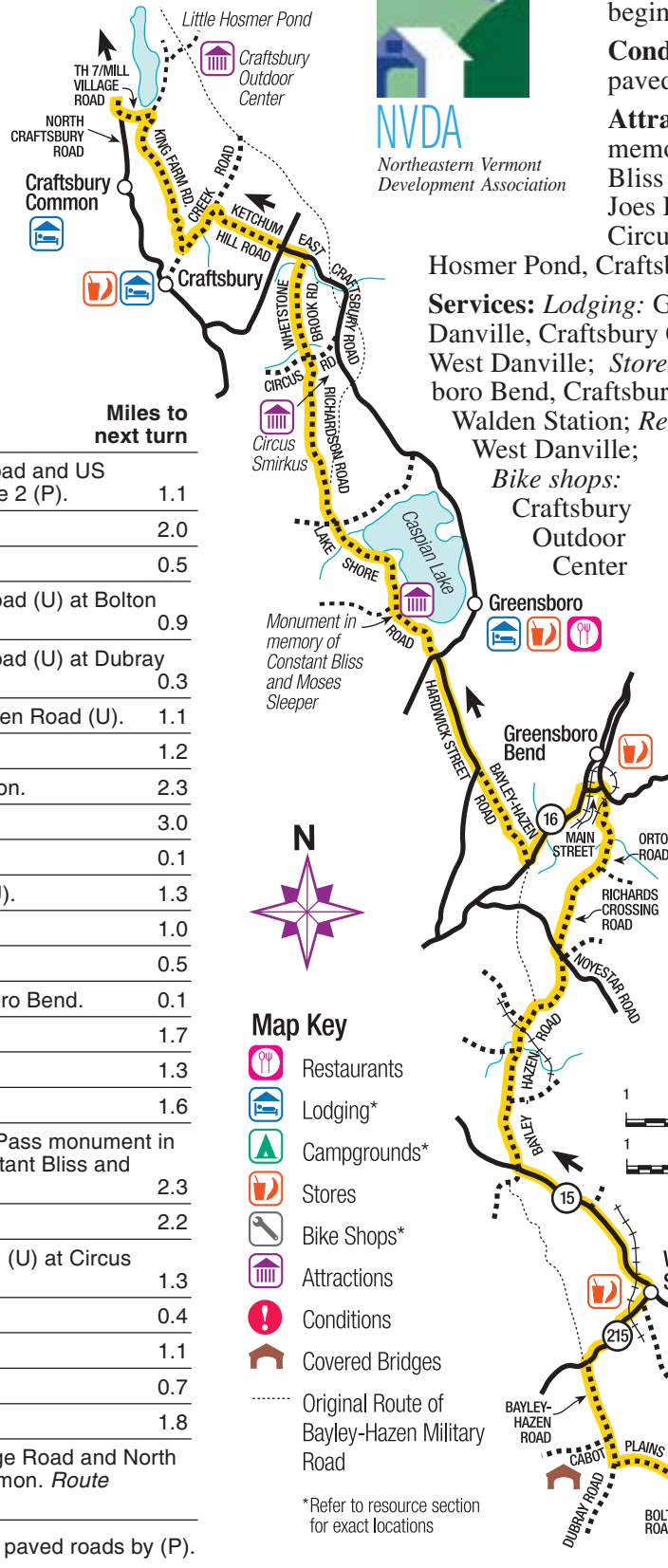
Services: *Lodging:* Greensboro, West Danville, Craftsbury Common; *Camping:* West Danville; *Stores:* Greensboro, Greensboro Bend, Craftsbury, West Danville, Walden Station; *Restaurants:* Greensboro, West Danville; *Bike shops:* Craftsbury Outdoor Center



ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
22.1	From the intersection of Woodward Road and US Route 2 in Danville, LEFT on US Route 2 (P).	1.1
23.2	RIGHT on West Shore Road (U).	2.0
25.2	LEFT on Cabot Plains Road (U).	0.5
25.7	RIGHT to continue on Cabot Plains Road (U) at Bolton Road on left.	0.9
26.6	RIGHT to continue on Cabot Plains Road (U) at Dubray Road on left.	0.3
26.9	STRAIGHT to continue on Bayley-Hazen Road (U).	1.1
28.0	RIGHT on Route 215 (P).	1.2
29.2	LEFT on Route 15 (P) in Walden Station.	2.3
31.5	RIGHT on Bayley Hazen-Road (U).	3.0
34.5	LEFT on Noyestar Road (P).	0.1
34.6	RIGHT on Richard's Crossing Road (U).	1.3
35.9	STRAIGHT on Orton Road (U).	1.0
36.9	LEFT on Main Street (P).	0.5
37.4	LEFT on Cross Street (P) in Greensboro Bend.	0.1
37.5	LEFT on Route 16 (P).	1.7
39.2	RIGHT on Bayley-Hazen Road (U).	1.3
40.5	STRAIGHT on Hardwick Street (P).	1.6
42.1	STRAIGHT on Lake Shore Road (U). Pass monument in memory of Bayley-Hazen scouts Constant Bliss and Moses Sleeper on right in 0.9 mile.	2.3
44.4	STRAIGHT on Richardson Road (U).	2.2
46.6	STRAIGHT on Whetstone Brook Road (U) at Circus Road.	1.3
47.9	LEFT on East Craftsbury Road (P).	0.4
48.3	STRAIGHT on Ketchum Hill Road (U).	1.1
49.4	LEFT on Creek Road (U).	0.7
50.1	RIGHT on King Farm Road (U).	1.8
51.9	Arrive at intersection of TH 7/Mill Village Road and North Craftsbury Road near Craftsbury Common. <i>Route continues on next page.</i>	

NOTE: Unpaved roads are indicated by (U); paved roads by (P).



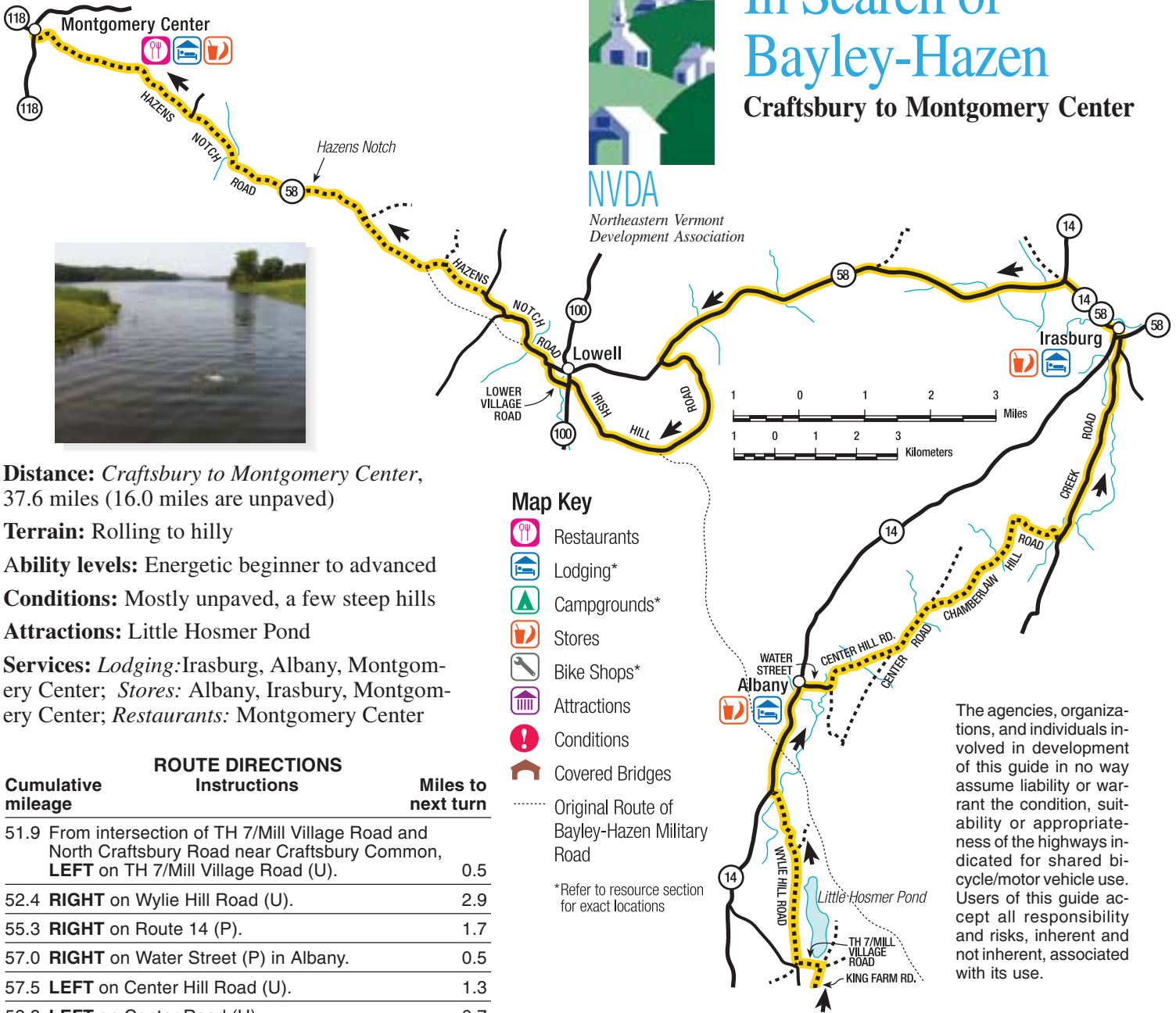
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In Search of Bayley-Hazen

Craftsbury to Montgomery Center



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Distance: Craftsbury to Montgomery Center, 37.6 miles (16.0 miles are unpaved)

Terrain: Rolling to hilly

Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, a few steep hills

Attractions: Little Hosmer Pond

Services: *Lodging:* Irasburg, Albany, Montgomery Center; *Stores:* Albany, Irasburg, Montgomery Center; *Restaurants:* Montgomery Center

Cumulative mileage	ROUTE DIRECTIONS Instructions	Miles to next turn
51.9	From intersection of TH 7/Mill Village Road and North Craftsbury Road near Craftsbury Common, LEFT on TH 7/Mill Village Road (U).	0.5
52.4	RIGHT on Wylie Hill Road (U).	2.9
55.3	RIGHT on Route 14 (P).	1.7
57.0	RIGHT on Water Street (P) in Albany.	0.5
57.5	LEFT on Center Hill Road (U).	1.3
58.8	LEFT on Center Road (U).	0.7
59.5	RIGHT on Chamberlain Hill Road (U).	2.9
62.4	LEFT on Creek Road (P).	3.4
65.8	LEFT on Route 58 West (P) in Irasburg.	0.1
65.9	RIGHT on combined Routes 14 North and 58 West (P).	1.2
67.1	LEFT on Route 58 West (P) when combined routes divide.	7.0
74.1	LEFT on Irish Hill Road (P).	4.3
78.4	LEFT on Route 100 (P).	0.1
78.5	RIGHT on Lower Village Road (P).	0.6
79.1	LEFT on Hazens Notch Road (P). Becomes unpaved in 2.0 mile and remains unpaved for 7.7 miles. You will pass Hazens Notch — the western extremity of the Bayley-Hazen Military Road — in 4.9 miles.	10.3
89.4	RIGHT on Route 118 (P).	0.1
89.5	Arrive in Montgomery, Vermont.	

NOTE: Unpaved roads are indicated by (U); paved roads by (P).

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Beebe Plain to Groton *(Continues on next page)*

Distance: 65.2 miles (44.4 miles are unpaved)

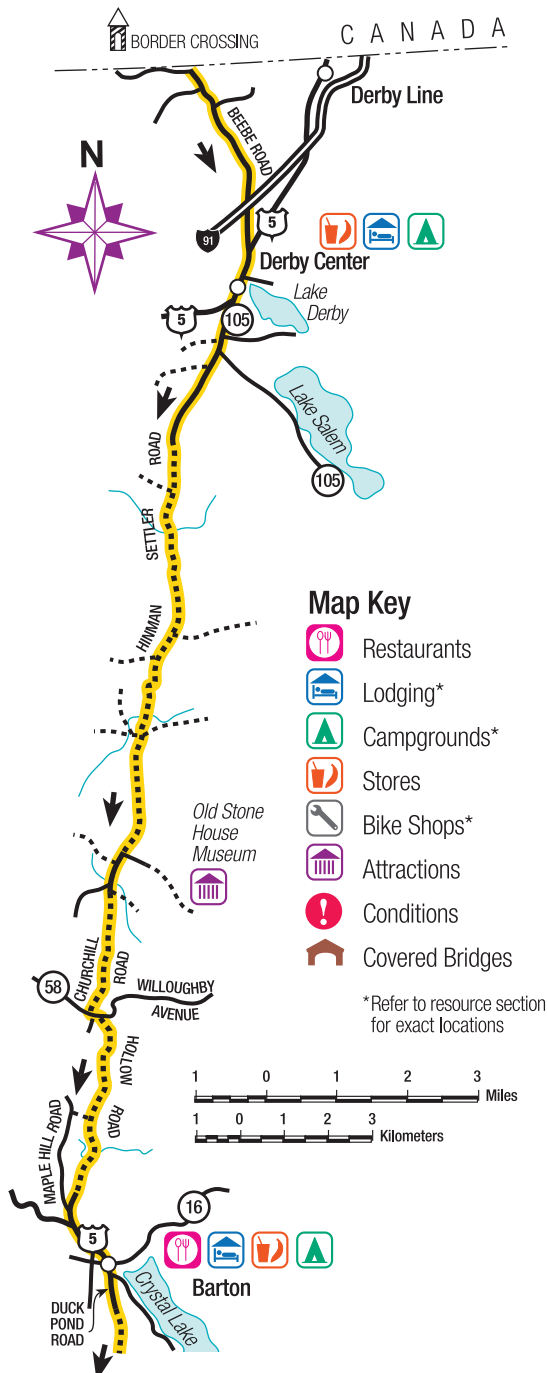
Terrain: Rolling to very hilly

Ability levels: Intermediate to advanced

Conditions: Mostly unpaved, steep hills

Attractions: Lake Derby, Old Stone House Museum, Crystal Lake, Chandler Pond, Greenbank Hollow Covered Bridge

Services: *Lodging:* Derby Center, Barton, Danville, Peacham, Groton; *Camping:* Derby Center, Groton; *Stores:* Derby Center, Barton, Danville, Peacham; *Restaurants:* Barton, Danville



ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
0.0	From the Canadian border at Beebe Plain, ride SOUTH on Beebe Road (P).	3.2
3.2	RIGHT on US Route 5 (P).	0.8
4.0	STRAIGHT on Route 105 (P).	0.7
4.7	STRAIGHT on Hinman Settler Road (P) in Derby Center. Becomes unpaved in 1.2 miles.	6.2
10.9	STRAIGHT to continue on Hinman Settler Road (U) at Parker Road on right. Becomes paved in 1.5 miles. Old Stone House Museum on left in Brownington in 1.8 miles.	2.2
13.1	STRAIGHT (left) on Hinman Settler Road (P). Becomes unpaved in 0.1 mile. Becomes Churchill Road in 1.1 miles at the Barton town line.	2.0
15.1	LEFT on Rt. 58/Willoughby Avenue (P), then RIGHT on Hollow Road (P) in 0.1 mile. Becomes paved in 3.1 miles.	3.3
18.4	LEFT on Maple Hill Road (P). Cross RR tracks in 0.2 mile.	0.4
18.8	LEFT on Route 5 (P).	0.4
19.2	STRAIGHT to continue on Route 5 (P) in Barton.	0.5
19.7	RIGHT on Duck Pond Road (P). Becomes unpaved in 0.6 mile. Becomes New Duck Pond Road at the Sheffield town line in 3.6 miles.	8.3

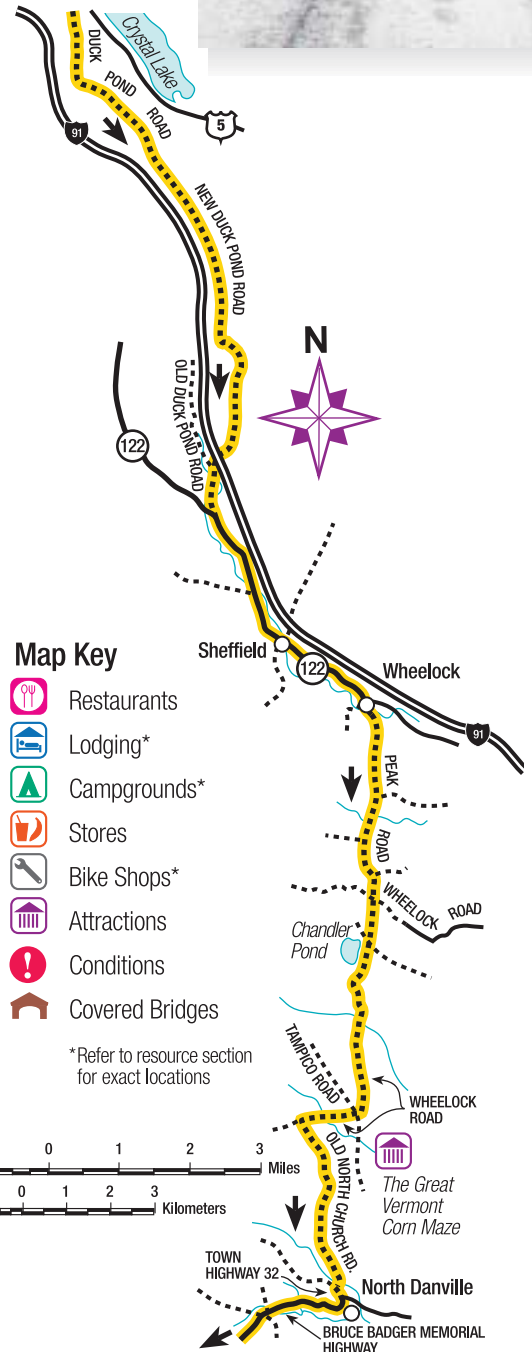
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Beebe Plain to Groton (Continued from previous page)



Cumulative mileage	Instructions	Miles to next turn
<i>Continued from previous page</i>		
28.0	LEFT on Old Duck Pond Road (U) after underpass.	0.9
28.9	LEFT on Route 122 (P).	3.9
32.8	RIGHT on Peak Road (P). Becomes unpaved in 0.1 mile.	3.1
35.9	STRAIGHT on Burroughs Road (U) at Wheelock Road. Pass Great Vermont Corn Maze in 3.2 miles.	3.4
39.3	STRAIGHT on Wheelock Road (U) at Tampico Rd.	0.8
40.1	LEFT on Old North Church Road (U). Old North Church is on your left at this turn.	2.7
42.8	LEFT on Town Highway 32 (U).	0.2
43.0	RIGHT on Bruce Badger Memorial Highway (P).	4.9
<i>Continues on next page.</i>		



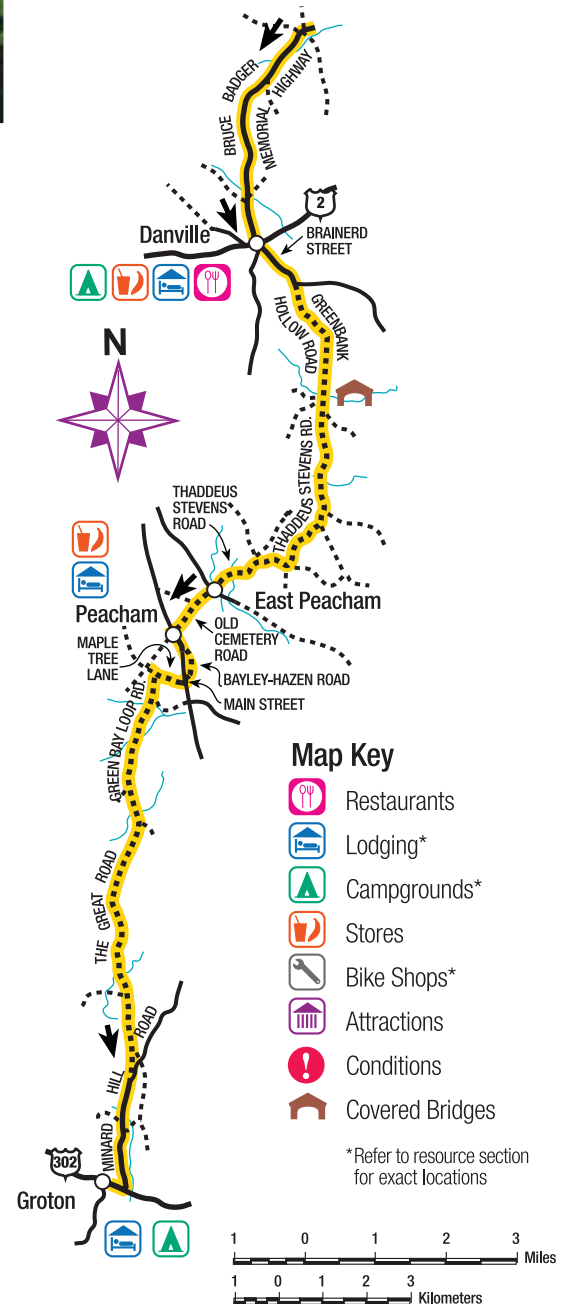
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Beebe Plain to Groton

(Continued from previous page)



Cumulative mileage	Instructions	Miles to next turn
<i>Continued from previous page</i>		
47.9	Cross Rt. 2, then bear LEFT on Brainerd Street (P) in Danville. Farmers' market on right every Wednesday in season.	0.9
48.8	STRAIGHT (right) on Greenbank Hollow Road (U)	2.0
50.8	STRAIGHT on Thaddeus Stevens Road (U) after riding through the Greenbank Hollow covered bridge.	2.7
53.5	RIGHT to continue on Thaddeus Stevens Road (U).	1.2
54.7	STRAIGHT on Old Cemetery Road (U) in East Peacham.	0.9
55.6	LEFT on Bayley-Hazen Road (P) in Peacham.	0.3
55.9	LEFT to continue on Bayley-Hazen Road (U).	0.5
56.4	LEFT on Main Street (P), then RIGHT on Maple Tree Lane (U).	0.5
56.9	LEFT on Green Bay Loop Road (U).	1.8
58.7	STRAIGHT on The Great Road (U).	4.6
63.3	RIGHT on Minard Hill Road (P).	1.6
64.9	RIGHT on US Route 302 (P).	0.3
65.2	Arrive in Groton.	
Total mileage 65.2		





Derby Line to Wells River

(Continues on next page)

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Distance: 82.5 miles (43.7 miles are unpaved)

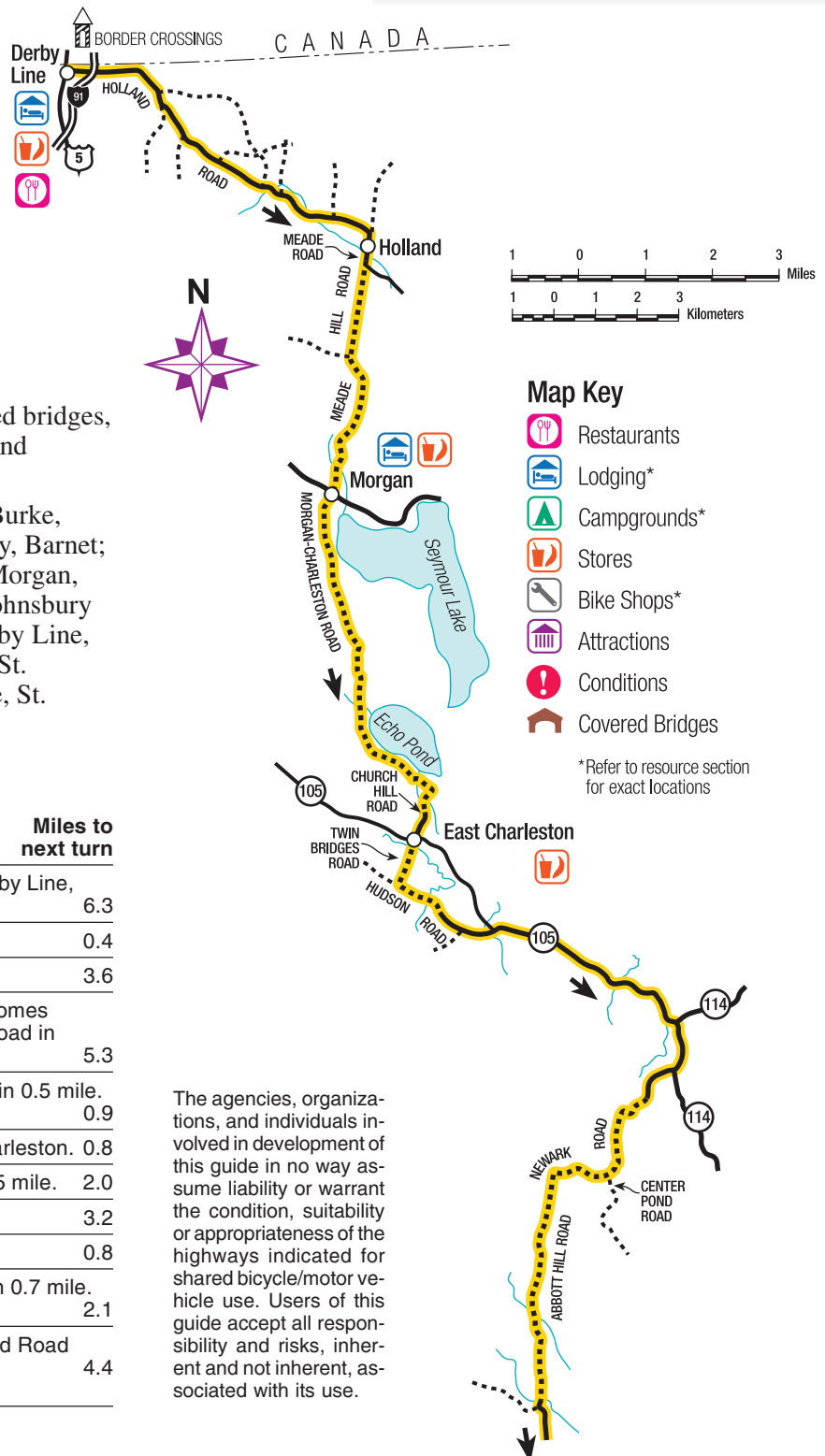
Terrain: Rolling to hilly

Ability levels: Intermediate to advanced

Conditions: Mostly unpaved, a few steep hills

Attractions: Seymour Lake, Echo Pond, covered bridges, St. Johnsbury Athenaeum, Fairbanks Museum and Planetarium, Ticklenaked Pond

Services: *Lodging:* Derby Line, Morgan, East Burke, Lyndonville, St. Johnsbury Center, St. Johnsbury, Barnet; *Camping:* St. Johnsbury; *Stores:* Derby Line, Morgan, East Charleston, East Burke, Lyndonville, St. Johnsbury Center, St. Johnsbury, Barnet; *Restaurants:* Derby Line, East Burke, Lyndonville, St. Johnsbury Center, St. Johnsbury; *Bike shops:* East Burke, Lyndonville, St. Johnsbury



ROUTE DIRECTIONS		
Cumulative mileage	Instructions	Miles to next turn
0.0	From the Canadian border and US Route 5 in Derby Line, ride EAST on Holland Road (P).	6.3
6.3	RIGHT on Meade Road (P) in Holland.	0.4
6.7	STRAIGHT on Meade Hill Road (U).	3.6
10.3	STRAIGHT on Morgan-Charleston Road (U). Becomes unpaved in 0.3 mile. Becomes West Echo Lake Road in 2.2 miles.	5.3
15.6	RIGHT on Church Hill Road (U). Becomes paved in 0.5 mile.	0.9
16.5	STRAIGHT on Twin Bridges Road (U) in East Charleston.	0.8
17.3	LEFT on Hudson Road (U). Becomes paved in 0.5 mile.	2.0
19.3	RIGHT on Route 105 (P).	3.2
22.5	RIGHT on Route 114 (P).	0.8
23.3	RIGHT on Newark Road (P). Becomes unpaved in 0.7 mile.	2.1
25.4	STRAIGHT on Abbott Hill Road (U) at Center Pond Road. Becomes paved in 4.2 miles.	4.4

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Derby Line to Wells River

(Continued from previous page)



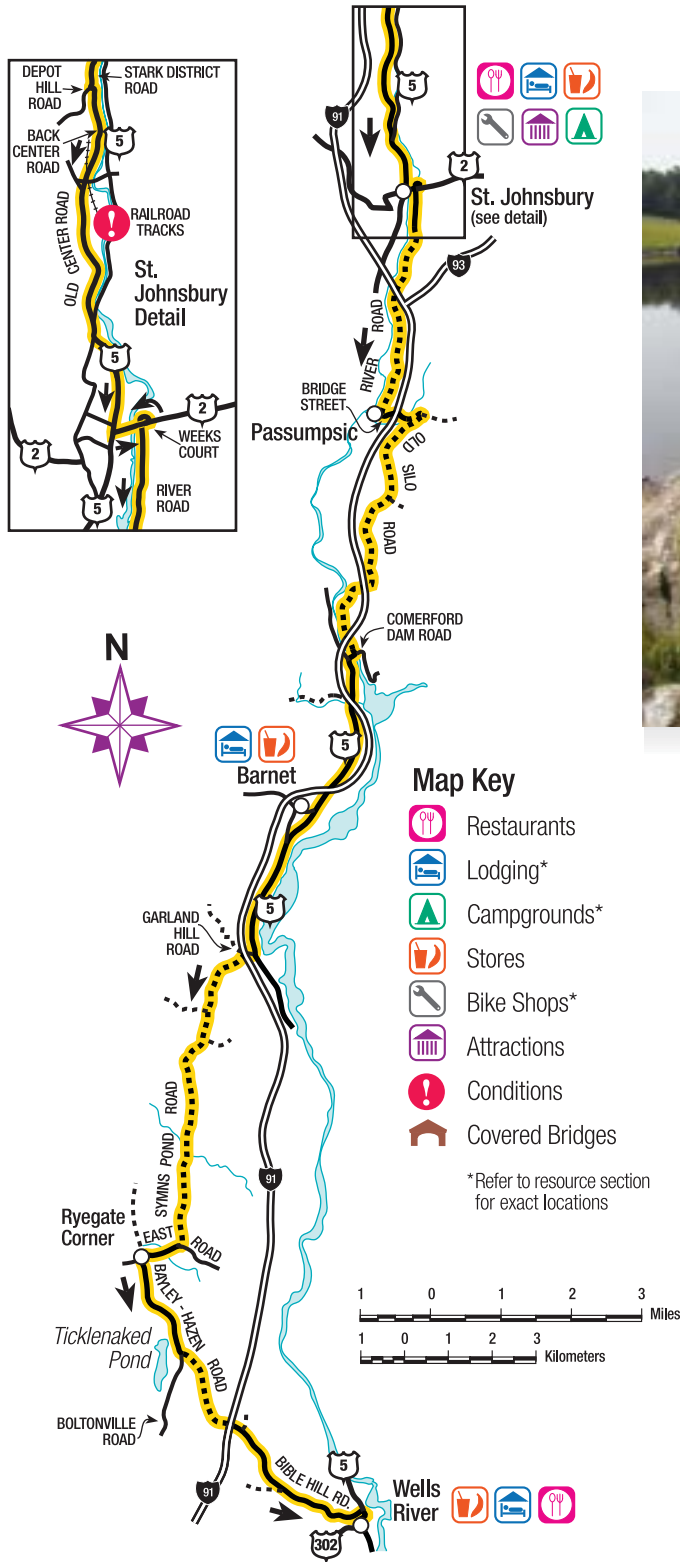
Cumulative mileage	Instructions	Miles to next turn
<i>Continued from previous page</i>		
29.8	STRAIGHT on Newark Road (P).	2.1
31.9	LEFT on Schoolhouse Road (U).	1.5
33.4	RIGHT on Maple Ridge Road (U). Becomes Burke Green Road at the Burke town line. Becomes paved in 4.1 miles.	4.5
37.9	LEFT on Burke Hollow Road (P).	2.1
40.0	LEFT on Route 114 North (P).	0.1
40.1	RIGHT on Mountain Road (P).	0.1
40.2	RIGHT on Ridge Road (P). Becomes unpaved in 0.9 mile and remains unpaved for 4.2 miles.	5.2
45.4	STRAIGHT on Ridge Road (P). Becomes Red Village Road in 0.3 mile at the Lyndon town line.	4.1
49.5	LEFT on US Route 5 (P). Pass Schoolhouse covered bridge on right in 0.5 mile.	0.6
50.1	RIGHT on York Street (P). Becomes unpaved in 0.3 mile. Pass Chamberlain Mill covered bridge on right in 0.3 mile.	0.9
51.0	STRAIGHT on Elliott Road (U).	2.3
53.3	LEFT on Stark District Road (U).	2.0
55.3	LEFT on Depot Hill Road (P), then RIGHT on Back Center Road (P). Cross RR tracks in 0.6 mile.	0.8
56.1	STRAIGHT (left) to continue on Old Center Road (P). <i>Continues on next page</i>	0.9

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Derby Line to Wells River

(Continued from previous page)



Cumulative mileage	Instructions	Miles to next turn
<i>Continued from previous page</i>		
57.0	RIGHT (straight) on US Route 5 (P).	0.9
57.9	LEFT on US Route 2 (P) in downtown St. Johnsbury.	0.3
58.2	LEFT on Weeks Court (P). Becomes River Road in 0.3 mile. Becomes unpaved in 0.6 mile and remains unpaved for 3.3 miles.	4.0
62.2	LEFT on Bridge Street (P) in Passumpsic. Becomes unpaved in 0.2 mile.	0.7
62.9	RIGHT on Old Silo Road (U).	4.2
67.1	RIGHT on Comerford Dam Road (P).	0.1
67.2	LEFT on US Route 5 (P).	4.7
71.9	RIGHT on Garland Hill Road (U).	0.1
72.0	LEFT on Symns Pond Road (U).	4.4
76.4	RIGHT (straight) on East Road (P).	0.5
76.9	LEFT on Bayley-Hazen Road (P) in Ryegate Corner. Tickle Naked Pond access road on your right in 1.2 miles.	1.4
78.3	LEFT to continue on Bayley-Hazen Road (U) at Boltonville Road. Becomes paved in 1.0 mile. Becomes Bible Hill Road in 2.2 miles at the Orange County line.	3.9
82.2	RIGHT on US Route 5 (P).	0.3
82.5	Arrive at intersection of US Routes 5 and 302 West in downtown Wells River.	
Total mileage 82.5		

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Lyndon to North Danville Spur



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Distance: 7.3 miles (6.7 miles are unpaved)

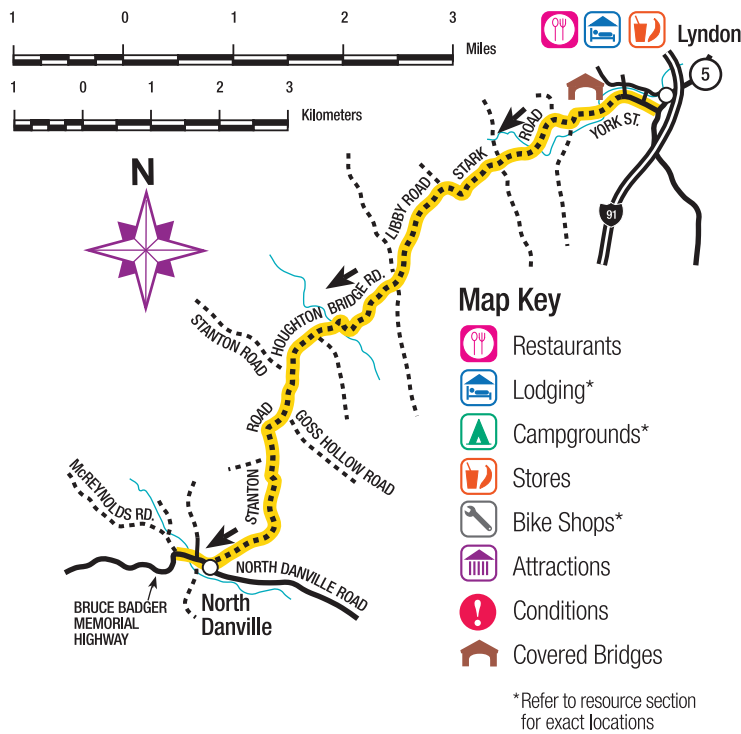
Terrain: Rolling to hilly

Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, some steep hills

Attractions: Chamberlain Mill covered bridge

Services: *Lodging:* Lyndon; *Stores:* Lyndon; *Restaurants:* Lyndon



ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
0.0	From the intersection of US Route 5 and York Street in Lyndon, ride WEST on York Street (P). Becomes unpaved in 0.3 mile. Pass Chamberlain Mill covered bridge on right in 0.3 mile.	0.9
0.9	RIGHT on Stark Road (U). Becomes Libby Road in 1.4 miles at the St. Johnsbury town line.	2.5
3.4	STRAIGHT on Houghton Bridge Road (U).	1.5
4.9	STRAIGHT (left) on Goss Hollow Road (U).	0.3
5.2	STRAIGHT (right) on Stanton Road (U). Becomes paved in 1.8 miles.	1.9
7.1	RIGHT on North Danville Road (P).	0.2
7.3	Arrive at intersection of North Danville Road, McReynolds Road, and Bruce Badger Memorial Highway in North Danville.	

Total mileage 7.3



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North Troy to Lowell Spur

Distance: 18.2 miles (13.7 miles are unpaved)

Terrain: Level to hilly

Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved

Attractions: Big Falls (also covered bridge)

Services: *Lodging:* North Troy; *Stores:* North Troy

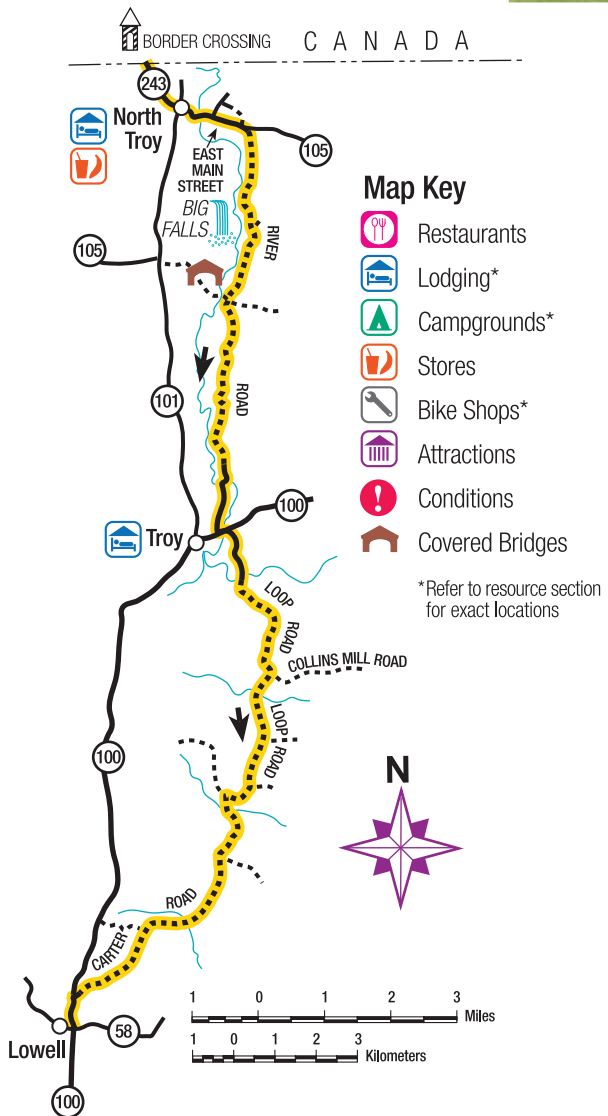


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ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
0.0	From the Canadian border near North Troy, ride SOUTH on Route 243 (P).	1.2
1.2	LEFT on East Main Street (P).	0.8
2.0	RIGHT on River Road (U). Becomes paved in 5.5 miles.	6.3
8.3	LEFT on Route 100 (P).	0.2
8.5	RIGHT on Loop Road (P). Becomes unpaved in 1.0 mile.	2.5
11.0	RIGHT to continue on Loop Road (U) at Collins Mill Road	2.2
13.2	LEFT on Carter Road (U).	4.5
17.7	LEFT on Route 100 (P).	0.5
18.2	Arrive at intersection of Routes 58 and 100 in Lowell.	
Total mileage 18.2		



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Eden Mills to Guildhall

(Continues on next page)

Distance: 72.8 miles (50.6 miles are unpaved)

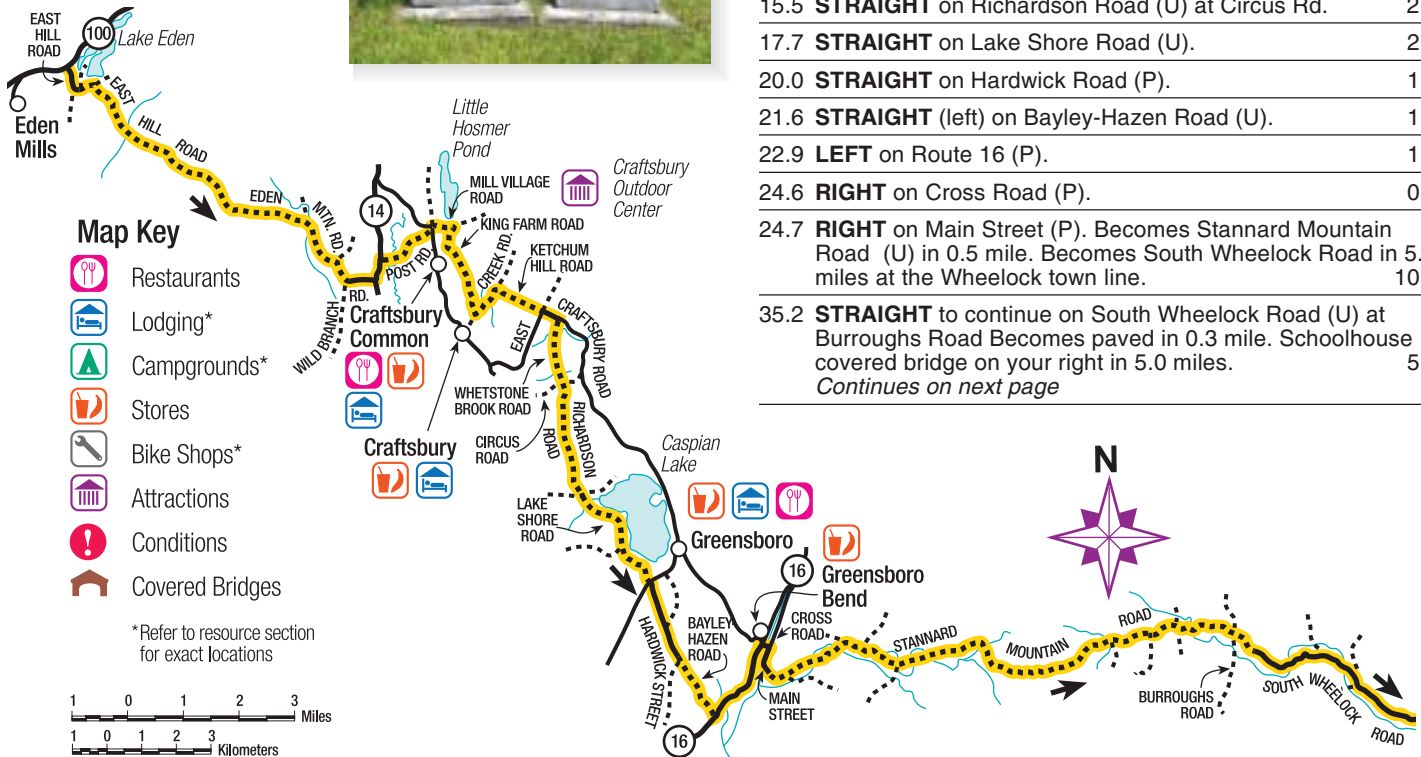
Terrain: Rolling to hilly

Ability levels: Intermediate to advanced

Conditions: Mostly unpaved, steep hills

Attractions: Lake Eden, Little Hosmer Pond, Caspian Lake

Services: *Lodging:* Craftsbury Common, Craftsbury, Greensboro, Lyndonville, East Burke; *Stores:* Craftsbury Common, Craftsbury, Greensboro, Greensboro Bend, Lyndonville, East Burke, Granby; *Restaurants:* Craftsbury Common, Greensboro, Lyndonville, East Burke; *Bike shops:* Craftsbury Outdoor Center



ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
0.0	From the intersection of Route 100 and East Hill Road in Eden Mills, ride EAST on East Hill Road (P). Becomes unpaved in 0.4 mile. Becomes Eden Mountain Road at the Craftsbury town line in 4.8 miles.	6.0
6.0	RIGHT (straight) on Collinsville Road (U).	1.5
7.5	LEFT on Wild Branch Rd./North Wolcott Road (P).	0.5
8.0	LEFT on Route 14 (P).	0.4
8.4	RIGHT on Post Road (U).	1.3
9.7	STRAIGHT on Mill Village Road (U).	0.5
10.2	RIGHT on King Farm Road (U).	1.8
12.0	LEFT on Creek Road (U).	0.7
12.7	RIGHT on Ketchum Hill Road (U).	1.1
13.8	STRAIGHT on East Craftsbury Road (P).	0.4
14.2	RIGHT on Whetstone Brook Road (U).	1.3
15.5	STRAIGHT on Richardson Road (U) at Circus Rd.	2.2
17.7	STRAIGHT on Lake Shore Road (U).	2.3
20.0	STRAIGHT on Hardwick Road (P).	1.6
21.6	STRAIGHT (left) on Bayley-Hazen Road (U).	1.3
22.9	LEFT on Route 16 (P).	1.7
24.6	RIGHT on Cross Road (P).	0.1
24.7	RIGHT on Main Street (P). Becomes Stannard Mountain Road (U) in 0.5 mile. Becomes South Wheelock Road in 5.7 miles at the Wheelock town line.	10.5
35.2	STRAIGHT to continue on South Wheelock Road (U) at Burroughs Road Becomes paved in 0.3 mile. Schoolhouse covered bridge on your right in 5.0 miles.	5.1

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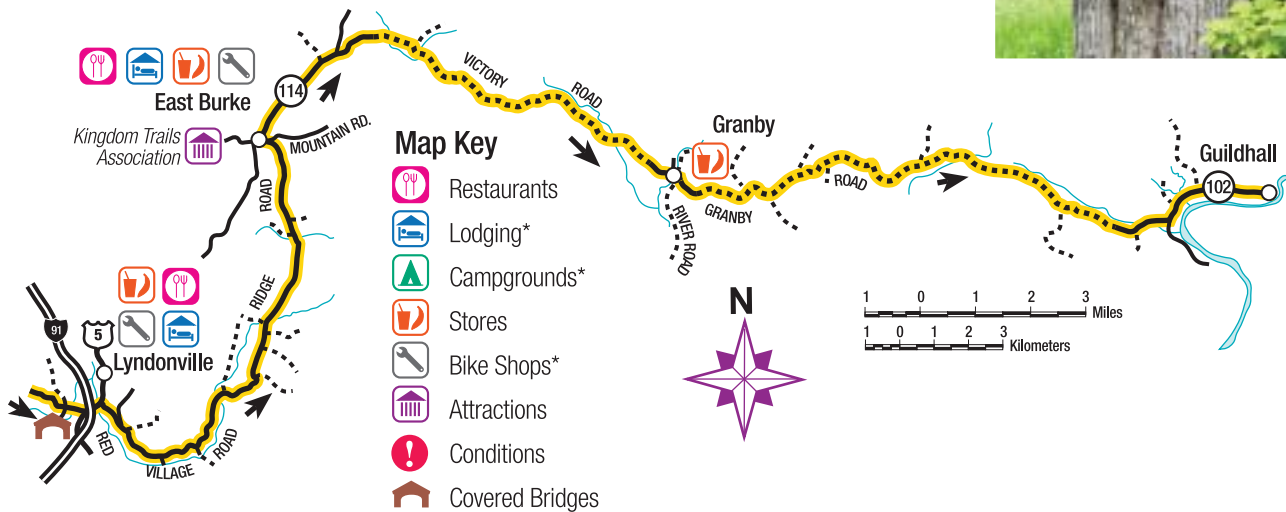
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Eden Mills to Guildhall

(Continued from previous page)



Cumulative mileage	Instructions	Miles to next turn
<i>Continued from previous page</i>		
40.3	LEFT on US Route 5/Memorial Drive (P).	0.5
40.8	RIGHT on Red Village Road (P). Becomes Ridge Road in 3.8 miles at the Kirby town line.	4.1
44.9	STRAIGHT to continue on Ridge Road (P) at Town Hall Road (U). Becomes unpaved in 0.1 mile and remains unpaved for 4.2 miles.	5.2
50.1	LEFT on Mountain Road (P).	0.1
50.2	RIGHT on Route 114 (P) in East Burke.	2.2
52.4	RIGHT on Victory Road (P). Becomes unpaved in 0.5 mile.	9.5
61.9	STRAIGHT on Granby Road (U) at River Road in Granby. Becomes paved in 7.7 miles.	8.5
70.4	LEFT on Route 102 (P).	2.4
72.8	Arrive in Guildhall, VT.	
Total mileage 72.8		



*Refer to resource section for exact locations

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Montgomery Center to Island Pond

(Continues on next page)

Distance: 58.2 miles (34.3 miles are unpaved)

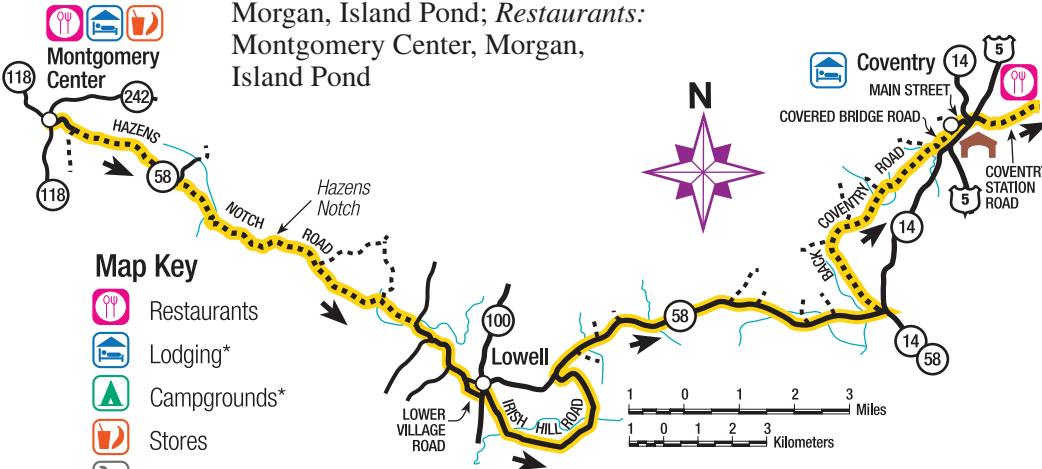
Terrain: Rolling to hilly

Ability levels: Intermediate to advanced

Conditions: Mostly unpaved, steep hills

Attractions: Lower Covered Bridge, Seymour Lake, Island Pond

Services: *Lodging:* Montgomery Center, Coventry, Morgan, Island Pond; *Stores:* Montgomery Center, Morgan, Island Pond; *Restaurants:* Montgomery Center, Morgan, Island Pond



Map Key

- Restaurants
- Lodging*
- Campgrounds*
- Stores
- Bike Shops*
- Attractions
- Conditions
- Covered Bridges

*Refer to resource section for exact locations

ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
0.0	From Montgomery, ride SOUTH on Route 118 (P).	0.1
0.1	LEFT on Bayley-Hazen Road (P). Becomes unpaved in 0.6 mile and remains unpaved for 7.7 miles. You will pass Hazens Notch — the western extremity of the Bayley-Hazen Military Road — in 5.4 miles.	10.3
10.4	RIGHT on Lower Village Road (P).	0.6
11.0	LEFT on Route 100 (P).	0.1
11.1	RIGHT on Irish Hill Road (P).	4.3
15.4	RIGHT on Route 58 (P).	7.0
22.4	LEFT on Back Coventry Road (U) where Routes 14 North and 58 West divide. Becomes Covered Bridge Road in 4.5 miles at Coventry town line. Pass through Lower covered bridge in 4.5 miles.	5.2
27.6	STRAIGHT on Main Street (P) in Coventry.	0.3
27.9	LEFT on combined Routes 14 North and 5 North (P), then RIGHT on Coventry Station Road (P) in 100 yards. Coventry Station Road becomes unpaved in 0.1 mile.	2.5

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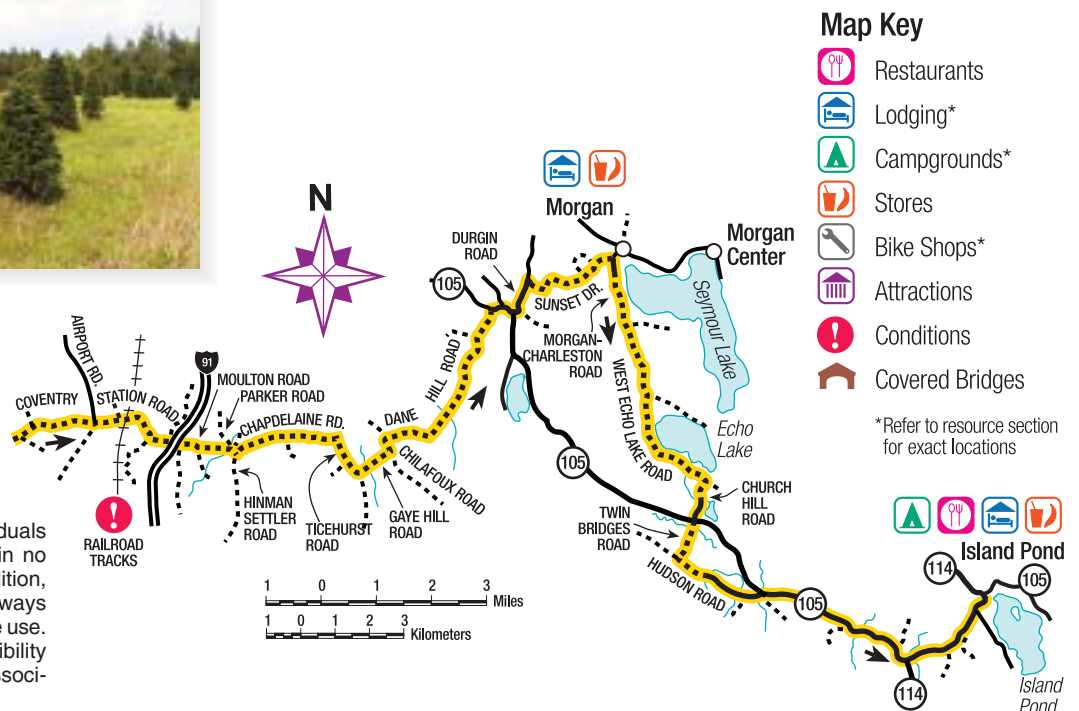


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Montgomery Center to Island Pond

(Continued from previous page)

Cumulative mileage	Instructions	Miles to next turn
<i>Continued from previous page</i>		
30.4	STRAIGHT on Coventry Station Road (U) at Airport Road Cross RR tracks in 0.6 mile. Becomes Moulton Road in 2.1 miles at Brownington town line.	2.8
33.2	RIGHT on Parker Road (U).	0.2
33.4	LEFT on Hinman Settler Road (U), then RIGHT on Chapdelaine Road (U) in 100 feet.	1.9
35.3	RIGHT on Ticehurst Road (U).	0.8
36.1	LEFT on Gaye Hill Road (U).	0.7
36.8	LEFT on Chilafox Road (U).	0.3
37.1	RIGHT on Dane Hill Road (U).	3.7
40.8	RIGHT on Route 105 (P).	0.4
41.2	LEFT on Durgin Road (P).	0.7
41.9	RIGHT on Sunset Drive (U).	2.0
43.9	RIGHT on Morgan-Charleston Road (P). Becomes unpaved in 0.3 mile. Becomes West Echo Lake Road in 2.2 miles.	5.3
49.2	RIGHT on Church Hill Road (U). Becomes paved in 0.5 mile.	0.9
50.1	STRAIGHT on Twin Bridges Road (U) in East Charleston.	0.8
50.9	LEFT on Hudson Road (U). Becomes paved in 0.5 mile.	2.0
52.9	RIGHT on Route 105 (P).	3.2
56.1	LEFT on Rt. Combined Routs 105 and 114 (P).	2.1
58.2	Arrive in Island Pond.	
Total mileage 58.2		



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Concord Spur: North Kirby to Gilman

Distance: 21 miles (17.2 miles are unpaved)

Terrain: Rolling to hilly

Ability levels: Energetic beginner to advanced

Conditions: Mostly unpaved, some steep hills

Attractions: Shadow Lake, site of first normal school in the U.S.

Services: *Camping:* Concord

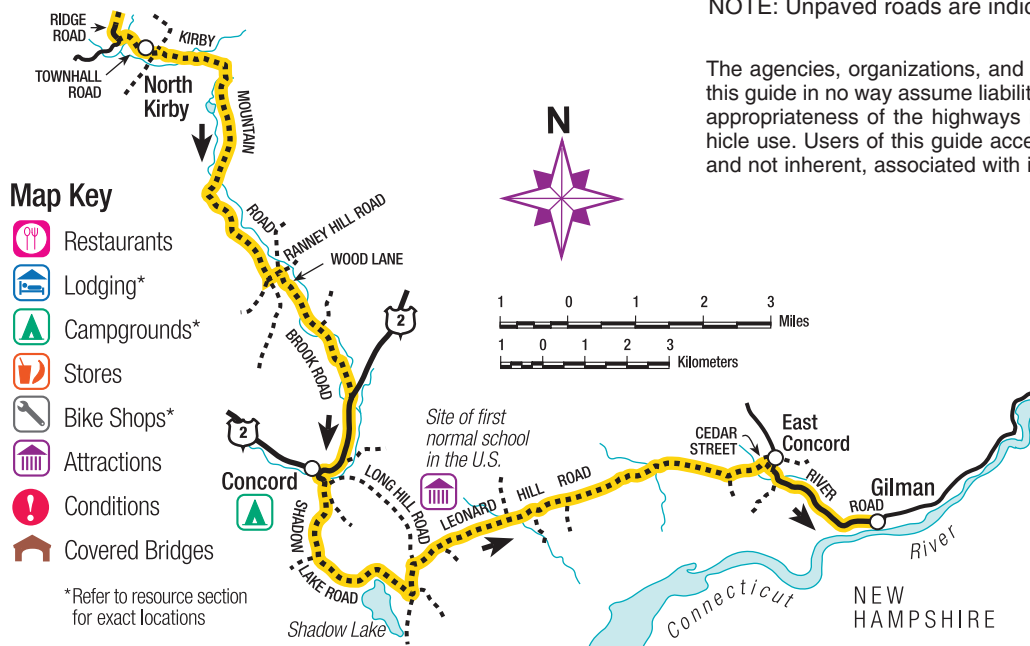
ROUTE DIRECTIONS

Cumulative mileage	Instructions	Miles to next turn
0.0	From the intersection of Ridge Road in North Kirby, ride EAST on Town Hall Road/TH 29 (U). Becomes Kirby Mountain Road in 0.7 mile.	1.8
1.8	RIGHT to continue on TH 29/Kirby Mountain Road (U).	3.7
5.5	LEFT on Ranney Hill Road (U).	0.2
5.7	RIGHT on Wood Lane (U). Becomes Brook Road in 0.7 mile at the Concord town line.	2.3
8.0	RIGHT on US Route 2 (P).	1.4
9.4	LEFT on Shadow Lake Road (P). Becomes unpaved in 0.3 mile.	3.3
12.7	LEFT on Long Hill Road (U). Site of first normal school in the US on your right in 0.2 mile.	0.4
13.1	RIGHT on Leonard Hill Road (U).	5.7
18.8	RIGHT on Cedar Street (U).	0.1
18.9	STRAIGHT on River Road (P).	2.1
Total mileage 21.0		



NOTE: Unpaved roads are indicated by (U); paved roads by (P).

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Other Opportunities to Use Your Mountain Bike or Hybrid

The routes in this guide are designed to supplement, not replace, opportunities and services that already exist in the Northeast Kingdom. You will no doubt notice that we've not provided any routes in the Craftsbury and East Burke areas as both are hot beds of mountain bike activity and well served by outfitters, cycling associations and guide books.

Craftsbury Outdoor Center

The Craftsbury Outdoor Center, located at Mill Village in the heart of the Craftsbury area, offers an expanding network of narrow single track, grassy cross-country ski trails, and miles of class four roads,



logging trails, and unpaved back roads. All routes are mapped for easy self-guided exploration. Instruction and guide services are available if needed.

The Center rents 21-speed fat tire suspension and non-suspension bikes in a full range of sizes. They

also have kid's bikes, trailers, child seats and racks for rent. For more information, contact The Center at (800) 729-7751 or email them at stay@craftsbury.com.

Kingdom Trails Association

Kingdom Trails Association is a conservation organization working in partnership with private landowners, local businesses, government agencies and other non-profit organizations to create and manage out-door recreation opportunities and preserve and protect trails. To date the association has mapped more than 100 miles of single track trails, logging roads, fire roads and country roads in the East Burke area for non-motorized, multi-use recreation activity.



Currently all mapped trails in the Kingdom Trails system are on private land. To generate funds needed to maintain the trail system and manage usage the Association requires all

users to purchase either a Day Member Pass or an Annual Membership to access the trail system. People who desire to use the trail network can purchase user





Other Opportunities to Use Your Mountain Bike or Hybrid

passes, find trail route information and learn where to enter the trail network at East Burke Sports on route 114 in East Burke village or at the Village Sport Shop on route 5 in Lyndonville.

For more information, contact the Kingdom Trails Association at (802) 626-0737 or email them at info@kingdomtrails.org.

Guide Books and Maps

Cyclists who prefer to explore the Craftsbury and East Burke regions on their own will find the following guidebooks and maps of interest.

Mountain Bike! Vermont — A Guide to the Classic Trails (Carter, 1998) offers three routes from 4 to 18 miles in the Craftsbury area and three rides starting in East Burke that range from 18 to 40 miles. Rides are rated in difficulty from “advance intermediate” to “very challenging.”

Mountain Bike America — Vermont: An Atlas of Vermont's Greatest Off Road-Bicycle Rides (Mynter, 1997) describes two rides in the Craftsbury area (4 miles and 17 miles) and one 19-mile loop starting in East Burke. Rides are rated “moderate to difficult.”

25 Mountain Bike Tours in Vermont (Busha, 1989) mentions one 27-mile ride that takes in the Craftsbury region and a 27-miler in the East Burke area. Both rides are rated “strenuous.”

Craftsbury Greensboro Regional Recreation Maps (Craftsbury Outdoor Center, 2000) is a two-sided single-sheet that shows detailed topographic and road information for the Craftsbury Greensboro region.

