

200-on-100 Rider Letter, 2022 Edition

Dear 200-on-100 Participant,

(Please forward this to others you know are riding.)

The big ride is less than a week away, and the weather report is looking favorable. We may see some showers, but they should be light and spotty, if at all. We suggest bringing along one or two changes of kit, as this can make a huge difference in comfort and attitude in the second half of the ride. Dry socks can feel like a gift from the gods.

There is detailed route information at the end of this document. We'll have copies of the shorter version available at the start. http://200on100.org/200on100_Instructions.pdf There is also a printable cue sheet that has just the turns, http://200on100.org/200on100_CueSheet.rtf, for those who prefer not to ride with a GPS. All this is more info than you probably need, as there are not that many deviations from VT- 100 on the ride. We have not put out any signs or road arrows to mark the route.

There are a few places where the pavement is rough or may even be milled, and we may run into some active construction areas on the 25th. USE CAUTION WHERE THE PAVEMENT IS ROUGH. Some sections contain bike hazards, so stay alert and point them out if you have riders behind. Give some extra distance if you are following a wheel in these rough sections. See the next page for details.

There is a stop indicated on the map at the Ludlow Green. There are no restrooms here. Taking this break requires you to continue about 1/3 mile past the VT-100 right turn, then double back after the break, but we think the shade of the gazebo makes it worthwhile, and there is a water spigot. Restrooms are available at Shaw's Supermarket and the Dunkin' Donuts, as you're entering downtown, before you get to the green.

If you have not done so, please check out the resources on <http://200on100.org>, as they clue you in to what to expect on this ride. The most important thing to remember is that the easy part is in the beginning, so you want to be sure to pace yourself and avoid using up energy that you will wish you had when you get to the increasingly difficult climbs that come in the afternoon.

We love to call this a "Ride Without Rules," but please be considerate of motorists early in the ride, when we typically have larger groups. In the past, some of our support people had to put up with nasty comments from drivers who found themselves stuck behind groups of riders for long stretches. Vermont state law requires cyclists to ride "as close to the right as practicable," whatever that means. Cyclists are allowed by law to ride two-abreast, provided they do not "impede the normal flow of traffic." The exact meaning of these statements tends to be different for cyclists and drivers, but a reasonable interpretation would be that there should not be more than two cyclists riding side-by-side, and riders should return to single file when vehicular traffic comes up from behind. Also, **support vehicles should never follow riders**, even if operating their flashers. We have not made special arrangements with any towns or authorities along the way, and thus must act within the standard traffic rules. The nature of the terrain of the first 20 miles can make it very difficult for vehicles to pass groups of cyclists safely, and we do not want to cause a crash or road rage incident, or have any riders or supporters get stuck with a ticket.

Please note that swimming is not allowed at Vermont fishing and boat access areas (the ones with boat ramps). Be careful not to block access for other vehicles if you stop at one. Some people pulling boats are famously impatient.

Ticks are fierce this year. If you step in or near tall grass, be sure to check that none are on you. After the ride, check hidden areas of skin, as they will travel quite far and you won't feel them.

We will have some extra free flashers at the start for those who want them, and support people should be sure they get a custom cow bell (while they last)! Please remember that there is no sweep on this ride and spotty cell phone service. As there is no cell signal near Readsboro, we cannot know who has finished, who has bailed, and who is still on the road. We will hang out at the finish until we think everyone is in, but please do not be disappointed if you arrive late and find no one there. This ride is for experienced cyclists who know how to be prepared for the unexpected—it is all part of the adventure. Since it is possible that you might get caught riding after dark, good lights and reflective gear are recommended. Wrap a couple reflective leg bands around your seatstays, just in case. **Vermont law requires both a taillight (or at least 10 in² of reflector surface) and a headlight when riding after dark. Reflective leg bands are an excellent idea in addition to a light and can legally substitute for pedal reflectors.**

We will have our famous Verbingo game available for support folks at the start. Be sure to get yours, because, due to the logistics, you get the prize before you play the game, and the prize is a big box of deluxe truffles from Birnn Chocolates of Vermont! We only have 20 boxes, so first come, first served.

The Readsboro Inn may still have rooms available for very reasonable rates and is only 3 miles from the end. This is a classic, old hotel, recently refurbished, and they also have a restaurant and will usually prepare a pizza or other meal to be ready to eat in your room, if you finish late.

If you have room in your vehicle for another rider, either to the start or from the finish, please put a message out on the Facebook group, <https://www.facebook.com/groups/941377269246537/> as there may be a few folks still trying to nail down transportation.

See you Saturday!

Steve & Jeanne Barner

Additional Notes for 2022

Road Conditions

Most of the route looks good this year. I rode the entire route north of Ludlow this spring, and most is pretty good with a few notable exceptions. They are:

- Route 2 between Waterbury and Middlesex
- Route 100 south of Rochester
- Route 100 from West Bridgewater to Ludlow

These sections have multiple areas of patched and broken pavement, as well as roughly patched culverts in preparation for repaving this summer. It is possible they will start milling the surface before the 25th, but they will not be going all the way through to dirt. I was told by one of the project coordinators that milling of the Bridgewater to Ludlow section would start on the 17th, and we might run into as many as three sections of flagged, one-way traffic on the 25th, but I don't think we can expect to see anything problematic for 23 mm or wider road tires.

I did not ride the section from Ludlow to the state line, but there are no state construction projects scheduled in this section that should affect us. Keep your eyes open for the unexpected.

Lovers Lane, Middlesex

This optional shortcut bypasses a small climb into Middlesex and is worth riding just for the amazing view of the Mad River from an old bridge that is closed to anything bigger than a motorcycle. This short dirt road was graded last week, and with the light rain we have had since then should be in perfect shape for skinny road tires on the 25th. If you decide to take this detour, communicate with your support driver, as they will have to take the long way to 100B.

Killington Kut-Off

If you want to cut yourself some slack on the Killington climb, the River Road detour will swap the toughest part of the climb for a scenic descent on a dirt road. I rode this a few days ago and the four-mile dirt section was so smooth that I can't imagine that it will be graded before the 25th. There is a curve on the steepest descent that can be tricky at speed on road tires. You should be able to get a cell signal in this area, so be sure to communicate with your support if you are taking the shortcut.

No Support?

For experienced, long-distance riders, as long as you can get to the start and from the finish, you shouldn't have a problem. There are plenty of convenience stores and even a few markets along the route, and it is easy to spot support vehicles to get a water bottle refill. You might be in a bit more of a pickle if you have a physical or mechanical mishap, but there will usually be someone along who can help you at least to get to a place where you can contact someone to get a ride home. We won't have a broom wagon, so if you fall off the back, you are on your own. The sense of community that builds between everyone involved with this ride is one of the things people say they really like about it.

Ride Tips

Reviewing comments from riders in previous years, a couple tips come up repeatedly; pace yourself and keep the breaks short. You have been training and you are going to feel very strong at the start. Someone may set a fast pace early on and you are going to want to jump on their wheel. That is often a big mistake. Pace lines can be a blessing on this ride, but if you are going to push the pace, do it in the LAST 50 miles, not the first! That person setting the blistering pace may not finish, so do not let their approach take you down with them. Rider Jeff Warner has noted that keeping breaks to 15 minutes could enable a 17 mph pace and you would still finish an hour and a half earlier than many faster riders do. Pushing yourself so hard that you want to stay off the bike longer may be fun, but it is not the best strategy for this ride. It is not likely that you are going to get anywhere near Ted King's speed records unless you are also a pro!

When riders have mishaps in a group, there is often a common theme—that they were pushing themselves beyond their comfort zone. This can lead to sloppiness that directly contributes to the accident, and it is not always those riders who pay the price. Here are a few tips that help to keep riders in a group safe:

- Stay within your limits. If you feel you are riding too fast, drop back to another group. Unless you are the Lanterne Rouge, there is bound to be someone shortly behind with whom to share the ride.
- When riding in a bunch, keep at least some distance between your front wheel and the rear wheel of the person ahead. If you find you are “crossing wheels,” drop back to a safe distance, immediately. If your front wheel makes contact with the other rider's rear wheel, you will almost certainly go down. Even if you do not get hurt, it might cause someone behind you to crash and they might not be so lucky. If you feel someone contact your rear wheel, do not slow down! Punch it if you can.
- When getting out of the saddle on a climb, make a special effort not to throw the bike backwards when someone is behind you. It is entirely natural for your bike to slow dramatically for a split second as you get out of the saddle. If the rider in back happens to be close, they might cross wheels and this could cause a crash.
- Do not come alongside a rider on the right, unless there is a wide, open shoulder. Conversely, be aware of other riders' positions and look before moving laterally.
- Observe the universal “center line rule.” Do not cross the center line of the road.
- Related to the above, make a special effort to be aware of vehicles and single up to let traffic pass. We have made no contacts or special arrangements with towns along the route and have no special permissions for riders. In Vermont, it is ok to ride two-abreast, provided it does not impede the flow of traffic. Generally, this is taken to mean that riders need to single up when traffic is approaching from the rear. You will find most drivers to be considerate, but no one likes to be stuck behind a group of cyclists who are chatting away. Many drivers will pass cyclists unsafely, such as where sight distance is restricted on curves or before the crest of a hill, even though this is not legal. There are always some drivers who hate all cyclists, so do not give them an excuse to be nasty. Bicyclists are required to adhere to all vehicular traffic regulations and can be ticketed for violations.
- Always ride with safety first and keep it fun.

We hope you are as psyched about the ride as we are. This will be our 22nd run of the 200-on-100 (our first was in 1984!) and we look forward to it now as much as we ever have. We think you will agree that the 200-on-100 is truly one of the country's most enjoyable and memorable endurance rides.

See you at 4:30 am, Saturday the 25th, at the Canadian border!

Steve & Jeanne Barner

sjbarner@gmavt.net

(802) 434-4497 (H)

(802) 734-2202 (Steve, cell)

(802) 578-6629 (Jeanne, cell)

Note: Unlike most 'normal' people, our cell phones are usually off, as we don't have cell service at home.

Route Information – Turn-By-Turn

No deviations from the regular route this year. We have some select detours, and all are optional, so we will explain why you might want to take them, in addition to describing the route. The shortcuts are ones we often like to take when riding on our own, so we thought we would share them with you. They are all included in the [RideWithGPS.com map](https://ridewithgps.com) and are marked as optional or recommended.

Start at the old North Troy Border Station, just south of the active station. Head away from the border on VT-243.

Turn right at the intersection right at the bottom of the hill onto Elm St., then merge onto VT-105 south, two blocks later. VT-105 becomes VT-101 at mile 3.

Mile 7.4: Merge onto VT-100 south. Pay attention or you could end up in the fire station parking lot!

Mile 29: Stay left at the intersection with VT-100C. Some people have ended up on the wrong road here.

Mile 34 (Recommended): Take second exit off Hyde Park traffic circle (ride straight through), leaving VT-100 and going downhill on Church St. Turn left at the end of Church St onto Main St, then bear right onto Depot St, just before the elementary school. Depot St becomes Cady Falls Rd at the bridge.

Mile 37: At the end of Cady Falls Rd, turn left onto Morrystown Corners Rd and then right onto VT-100.

Mile 51.1: Cold Hollow Cider Mill. Opens at 8 am and makes the best cider donuts on the planet.

Mile 54.4 (Optional): Turn left at the traffic light onto Stowe St and go down the hill to avoid the Interstate ramps and the traffic circle. Take a left at the bottom of the hill (before the bridge) onto Railroad St., then a right onto Park Row, to take a break at the green.

Mile 55: *If you did not take the above detour, follow the traffic circle 270° to stay on VT-100, Main St.*

Mile 56 (Recommended): Continue straight on US-2 where VT-100 turns right at the traffic light. This avoids the Duxbury Hill climb, taking 100B up the scenic Mad River Valley, instead.

Mile 59 (Optional): If you have taken the above option, riders may want to turn right onto Lovers Lane, which is dirt, but should be smooth. There are a couple very short but steep climbs. At mile 60.1, turn left to cross the closed bridge. Be sure to stop and enjoy the beautiful views of the river. Turn right at the end of the road (Hooper Rd) onto VT-100B south.

Mile 61: *Motor vehicles and riders who did not take the above shortcut will turn right onto VT-100B. The bicycle-friendly Red Hen Bakery is a little before the turn and opens at 7 am. Their breads are fantastic.*

Mile 72.1: Waitsfield Farmers' Market has produce & portalets

Mile 77 (Optional): Bear left onto Main St. and follow the Mad River through scenic Warren. Turn left again at end to rejoin VT-100, one mile later. *If you cross the covered bridge, be careful of the uneven deck. The sudden darkness, combined with sunglasses, caused a cyclist to fall here a few years ago.*

Mile 85: Granville Gulf Falls. Parking is just before the falls, halfway down the descent

Mile 97 (Break): Rochester Green – most riders will want a break. *Watch for rough pavement ahead.*

Mile 104: Turn right at the flashing light. *Roadside spring ¼ mile straight ahead at light, on left.*

Mile 105: Bear right in Stockbridge at VT-103, to stay on VT-100.

Mile 113 (Optional): Bear left onto River Rd (dirt). It is easy to spot this, as there is a large traffic arrow indicating the right curve of VT-100, while River Rd continues straight ahead. This detour not only knocks off the toughest part of the Killington climb; it is quite scenic as it winds through a small gorge. The dirt should be smooth and easy on standard road tires. The dirt turns to excellent pavement in four miles.

Turn left at the end of the road to rejoin VT-100 & US-4. **Most riders opt to remain on VT-100 and turn left at the top of the hill, where it joins US-4 at mile 116.** *(Bike shop to the right on US-4.)*

Mile 118 (Optional break): Water Wheel Trading Post convenience store at bottom of Rte. 4 descent.

Mile 122: Turn right in West Bridgewater to stay on VT-100. **Convenience store here has closed.** *Watch for rough pavement in spots between here and Ludlow. Excellent bike shop on corner.*

Mile 136: Turn left at intersection where VT-103 joins VT-100.

Mile 138 (Break): In Ludlow, continue straight on Main St (VT-103) where VT-100 turns right, and continue 0.3 miles to town green. Use restrooms at Shaw's Supermarket or Dunkin' Donuts as you come into town. Cheapest gas along the route is typically available at downtown station, on left. After break, backtrack and make the left turn onto VT-100 to start the Terrible Mountain climb.

Mile 146: Turn left at intersection with VT-155, to stay on VT-100.

Mile 149 (Weston Green): Most riders typically continue through, but support folks may find it worthwhile to hang out in Weston for a bit. The Weston Playhouse has rest rooms, if they are open, and a great view of the old dam and millpond in the rear. The Vermont Country Store's original location is open a couple blocks down VT-100.

Mile 154: Turn right at the intersection with VT-11, to stay on VT-100. **Bear left in one-half mile** to stay on VT-100 when VT-11 separates. There are stores and gas at this intersection.

Mile 161: Turn left at intersection with VT-30. There are two convenience stores here, as well as a bike shop on left, and sports shop on right. After some significant rollers, you are in for a nice descent through Jamaica.

Mile 170: Turn right, to stay on VT-100. Those wishing to avoid the 12-mile Mt. Snow climb can continue on VT-30 to Brattleboro, then take VT-142 to the state line. For those turning right, it is pay-back time for that sweet descent! Look to the left a little over a mile after passing the Wardsboro store to spot the road to old man Gilfeather's turnip farm, where Vermont's state vegetable is still grown!

Mile 181 (Break): Top of the Mt. Snow climb. Most riders will want to take a short breather.

Note that this is a private drive, though we have never seen a car here.

Mile 192: Turn left in Wilmington at intersection with VT-9, staying on VT-100.

Mile 193: Turn right to stay on VT-100, leaving VT-9.

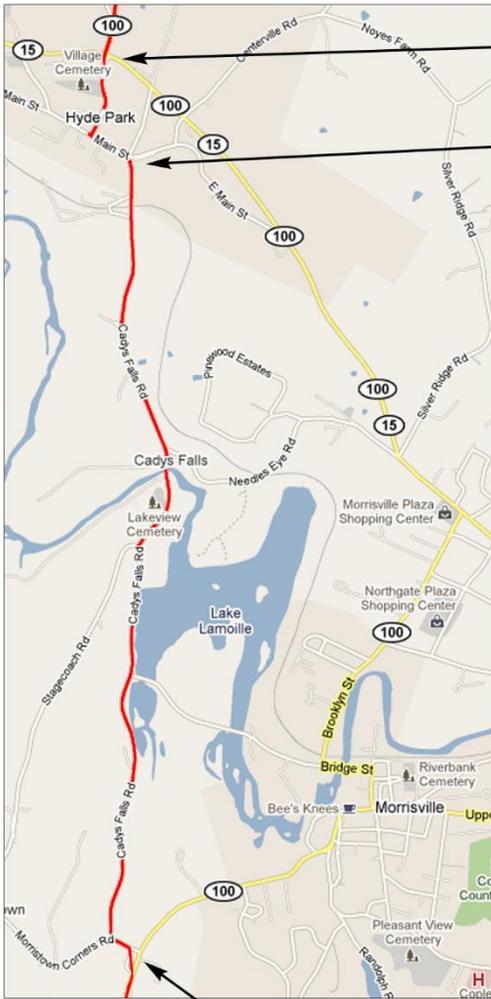
Mile 197 (Recommended): Turn right onto Wilmington Cross Rd. This is a very steep, but short climb, but it avoids the much more difficult climb out of Jacksonville. Turn right at the end, rejoining VT-100. There is only one small climb between here and the end.

Mile 206: Turn left onto Tunnel St. in front of the Readsboro Inn, the first left after crossing the Deerfield River bridge, at the bottom of the descent. *If you find yourself climbing in Readsboro, you missed the turn.*

Mile 209: End at state line (a half-mile past the boat launch).

While all these turns and suggestions may seem confusing, when in doubt, just follow the signs for Route 100 and you should be fine.

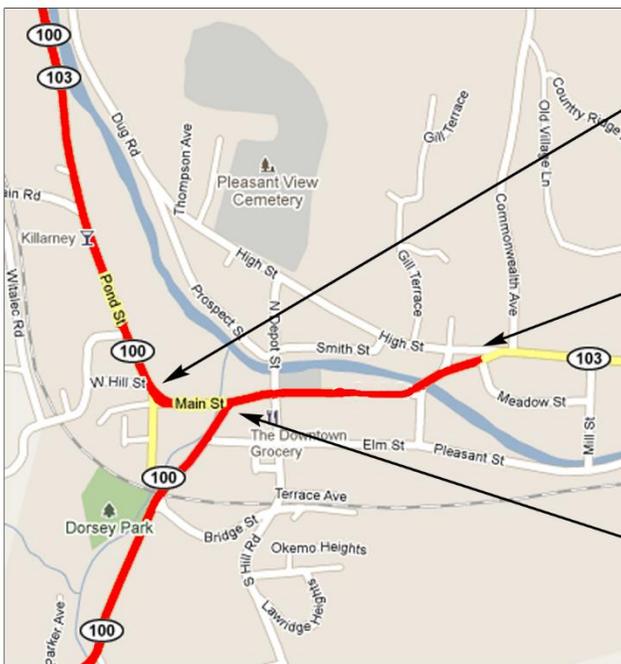
Morrisville Meander



- *Straight through traffic circle in Hyde Park (34 mi)
- *Left at end of Church St.
- *Bear right onto Depot St.

Left at end of Cady Falls Rd. then right onto VT 100 (37 mi)

Ludlow Luncheon



Continue on VT 103 past VT 100 turn-off and break at town green after bridge (140 mi)

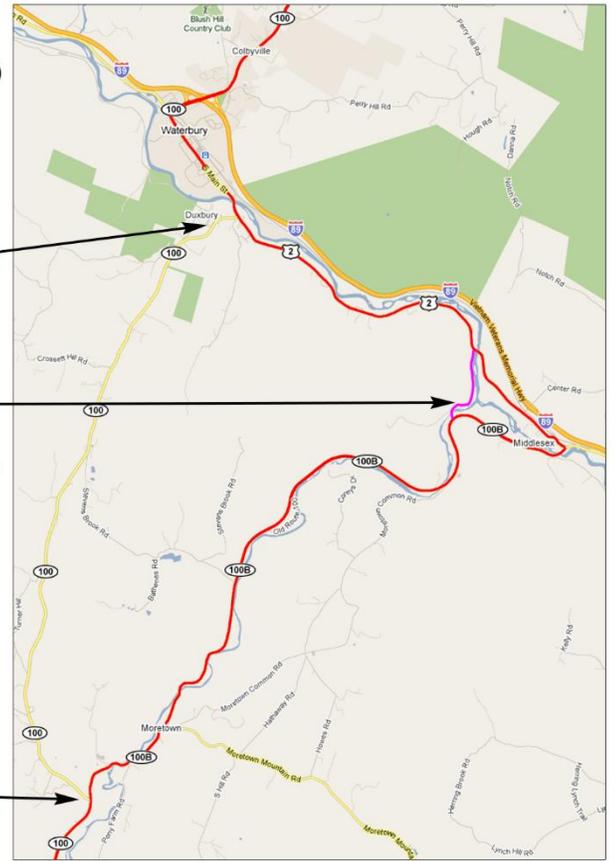
Break at Ludlow town green. Stores on Main St. before bridge

Return to VT 100 and turn left onto Andover St

The last turn is in Readsboro, just after the bridge (205 mi). Turn left onto Tunnel St and follow this road to the state line.

If you are climbing out of Readsboro, you missed the turn!

Waterbury Wander



Continue straight where VT 100 turns south (56 mi)

Optional short-cut (dirt) onto Lovers Lane for cyclists only (59 mi), or turn right onto VT 100B in Middlesex after Red Hen Bakery

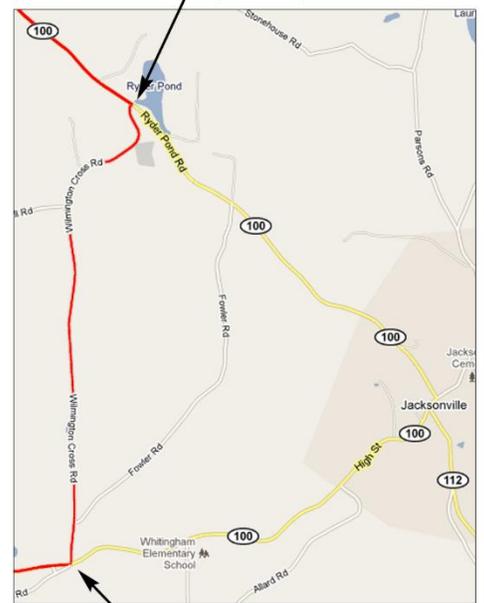
Continue straight onto VT 100 after Moretown (67 mi)

Optional Killington shortcut (114 mi)



Jacksonville Jog

Turn right onto Wilmington Cross Rd (196 mi)



Turn right onto VT 100