

Southeastern Vermont Bicycle Suitability Map

- Eastern Section -

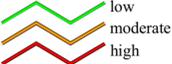
produced by the Windham Regional Commission

This map series provides information of interest to cyclists about roads in Southeastern Vermont. This information should help cyclists understand the types of conditions they may encounter on these roads and choose appropriate cycling routes through the region.



Information about roads on the bicycle network:

Traffic volumes:



Traffic volumes are based on Average Annual Daily Traffic (AADT) data from the Vermont Agency of Transportation. In general, low traffic volumes coincide with AADTs of less than 2000 vehicles per day; high traffic volumes coincide with AADTs of over 5500 vehicles per day.

Traffic speed:



State and federal highways (indicated on the map with a highway route shield) usually have higher traffic speeds. Town highways often have lower posted speeds and slower traffic.

Shoulder suitability:



Shoulder suitability measures how well suited a shoulder is for accommodating cyclists. In general, shoulders with a width of greater than three feet in good condition are considered suitable. Shoulders with a width of between one and three feet in good condition and with adequate sight distance are considered moderately suitable.

Unpaved road on system



For much of the summer months, most of these roads can be negotiated with a standard road ("skinny tire") bike with a moderate amount of care. These roads offer great riding for those with a hybrid or mountain bike (though they're often hilly!).

Significant grade (arrow points uphill):



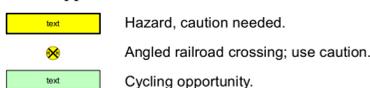
Information on significant grades is highly subjective! You will encounter hills on nearly every road in Southeastern Vermont. Those cyclists with marginal fitness levels, or those looking for a more relaxing route may want to avoid roads marked with a significant grade.
 ▲ - long hill and/or steep grade
 ◀ - shorter hill and/or moderate grade

Urban riding conditions:



In these areas, cyclists may encounter vehicles moving at slower speeds, but also cyclists may have to contend with higher traffic volumes, frequently turning vehicles, parked cars, pedestrians, storm drains, rough pavement, and other hazards.

Cycling hazards and opportunities:



Hazard, caution needed.
Angled railroad crossing; use caution.
Cycling opportunity.

Putney

Village or hamlet with a store

West Halifax

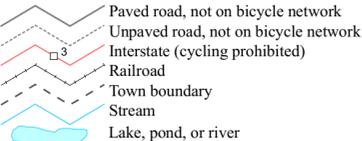
Village or hamlet without a store

Store outside village

School outside village

Bike shop

Parking area outside village



The bicycle network:

These roads form the backbone of the bicycling system in Southeastern Vermont. They provide routes for cyclists traveling through the region, though some roads on the network might not be the preferred choice for the recreational rider. The network includes all federal and state roads, many primary town highways (Class 2 town highways), and other roads that either allow for enjoyable cycling.

map printed July 2012 reflecting road conditions from Summer and Fall 2011

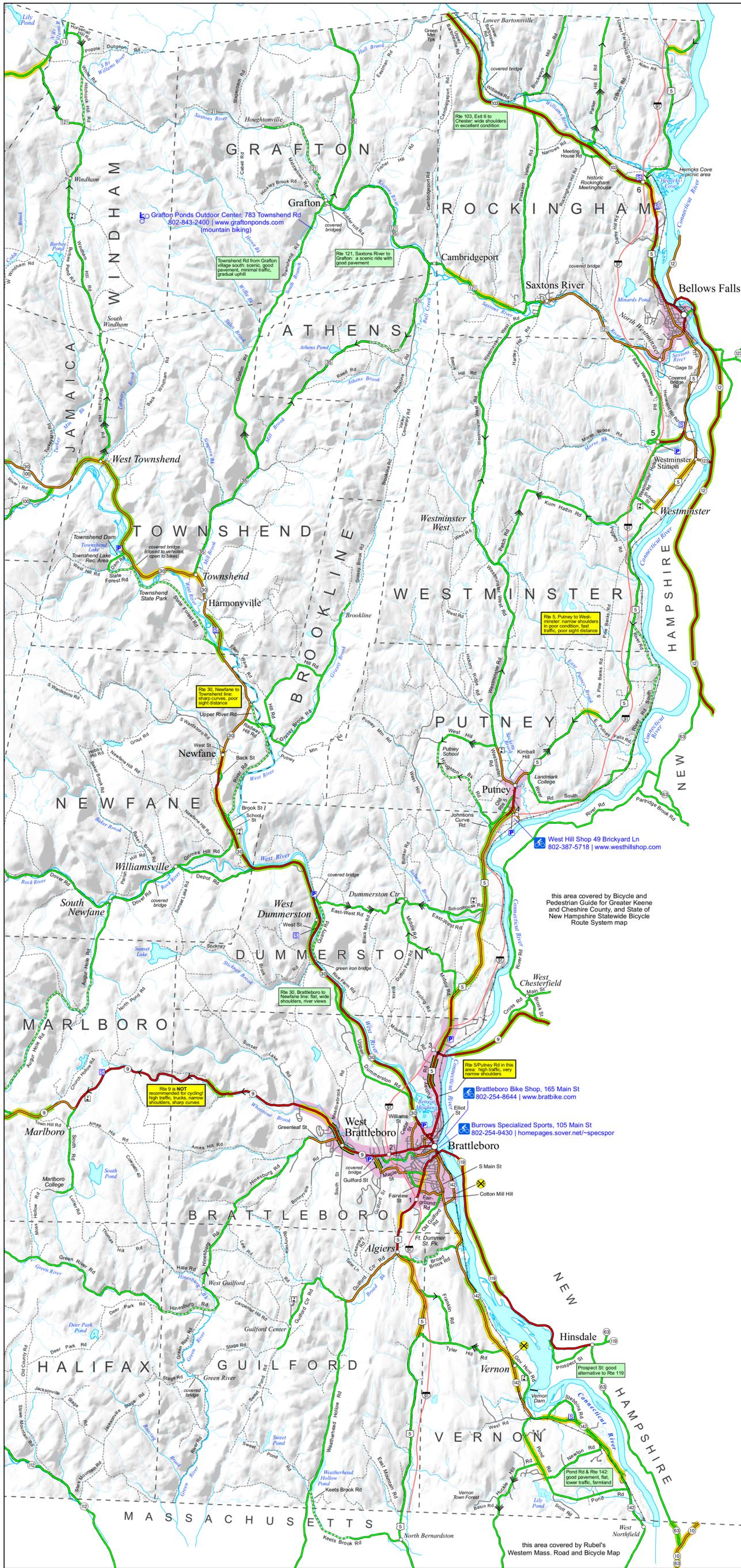
This is a composite of two separate 11x17-inch maps. The individual maps can be downloaded from:
www.windhamregional.org/bikemap

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Road information for southern portion of map

Town	Road	Location	Notes (p= pavement, shld=shoulders E=Excellent; G=Good; F=Fair; P=Poor NB=northbound, SB, EB, WB)
Brattleboro	VT 142	VT 119 to Cotton Mill Hill	pv Ex, shld narrow, commuter traffic, angled RR x-ing
Brattleboro	VT 142	Cotton Mill Hill to Vernon line	pv Ex, shld narrow, commuter traffic, curves, poor visibility
Brattleboro	US 5 (Putney Rd)	down town to Exit 3	pv Ex, very heavy traffic, shld: S half, v. narrow to none, use caution; N half, bike lanes
Brattleboro	US 5 (Putney Rd)	Exit 3 to Dummerston line	pv Ex, traffic, shld wide
Brattleboro	US 5 (Canal St)	down town to Guilford line	pv Ex (new 2002/11), traffic, shld narrow
Brattleboro	VT 30	entire town	pv Ex, shld v. wide, scenic with river views, flat, popular road for riding
Brattleboro	VT 9	down town to Exit 2	pv G, shld wide (with some parking)
Brattleboro	VT 9	Exit 2 to Sunset Lake Rd	pv G, shld v. narrow in places, heavy traffic w/ frequent turns
Brattleboro	VT 9	Sunset Lake Rd to Marlboro line	pv G, shld narrow, heavy traffic at high speeds, curves, poor visibility, dangerous cycling
Brattleboro	Upper Dumm. Rd	entire length	pv G, some traffic, curves
Brattleboro	Greenleaf St	entire length	pv G to F, some traffic, curves, gradual uphill SB
Brattleboro	Hinesburg Rd	Brattleboro line to Algiers	pv E (new 2011), traffic, shld narrow; uphill NB from Algiers
Guilford	US 5	Algiers to Mass. line	pv E (new 2011), shld: mod. to narrow to Tyler Hill; narrow to 1 mi N of Mass.; none beyond
Guilford	US 5	entire length	pv G, traffic, curves; gradual uphill WB west of Weatherhead Hollow Rd
Guilford	Guilford Center Rd	entire length	pv G; gradual uphill SB starting 2 mi from Guilford Ctr Rd
Guilford	Weatherhead Hill	entire length	pv F; unpaved portion OK, gradual uphill WB; little traffic
Guilford	Keets Brook Rd	entire length	pv G, unpaved can be rough; mod hill NB; scenic
Guilford	Keets Brook Rd	entire length	pv G; traffic, curves; gradual uphill WB west of Weatherhead Hollow Rd
Halifax	VT 112	Mass. line to Branch Rd	pv G (to F on W end), low traffic but curves, in woods
Halifax	Green River Rd	entire length	pv Ex, shld narrow to wide, visibility good in many places, fairly flat, scenic farmland
Vernon	VT 142	entire town	pv G, low traffic, good alternative to VT 142
Vernon	VT 142	Governor Hunt Rd	gradual climb WB, nice brook, little traffic, SB from Bratt. VT 142 and this road all: to US 5
Vernon	Tyler Hill Rd	entire length	pv G, long, winding climb VT 142 to 191, short steep climb US 5 to 191
Vernon	Franklin Rd	entire length	pv G, low traffic, steep climb from US 5, gradual climb NB from Tyler Hill Rd
Vernon	Newton Rd	entire length	pv G, low traffic
Vernon	Pond Rd	entire length	pv G, N half some traffic, S half low traffic, scenic
Vernon	Huckle Hill Rd	entire length	pv G, steep climb entire length to Mass line
Dummerston	US 5	entire town	pv Ex, shld: NB wide; SB G to wide
Dummerston	VT 30	entire town	pv Ex, shld v. wide, scenic with river views, flat, popular road for riding
Dummerston	Johnson's Curve Rd	entire length	pv G, low traffic at slow speed
Putney	US 5	in Putney village	pv Ex, shld with parked cars
Putney	US 5	Putney to Westminister line	pv F to P, shld narrow to none & deteriorating, hills
Putney	Old Rte 5	entire length	pv G, low traffic at slow speed
Westminister	US 5	Putney line to Westminister	pv F to P, shld narrow to none and deteriorating, hills
Westminister	US 5	Westminister Sta. to I-91 access	pv Ex, shld narrow, visibility good
Westminister	I-91 Access Rd	entire length	pv Ex, shld narrow, traffic, visibility poor
Westminister	West. Hghts. Rd	entire length	pv G to F, shld wide
Westminister	School St	entire length	pv G, slow traffic
Newfane	VT 30	Dummerston line to Newfane	pv Ex, shld wide to moderate
Newfane	VT 30	Newfane to Townshend line	pv Ex, shld narrow, curves, visibility poor, traffic a fairly high speed
Townshend	VT 30	Newfane line to Harmonyville	pv Ex, shld G
Townshend	VT 30	in Harmonyville	pv Ex, shld narrow, curves, traffic
Townshend	VT 30	Townshend to Townshend Dam	pv Ex, shld: EB G; WB narrow
Townshend	VT 30	Townshend Dam to Jamaica line	pv Ex, shld wide (narrow in W. Townshend)
Jamaica	VT 30	Townshend line to VT 100	pv F, shld narrow



this area covered by Bicycle and Pedestrian Guide for Greater Keene and Cheshire County, and State of New Hampshire Statewide Bicycle Route System map

this area covered by Rubel's Western Mass. Road and Bicycle Map