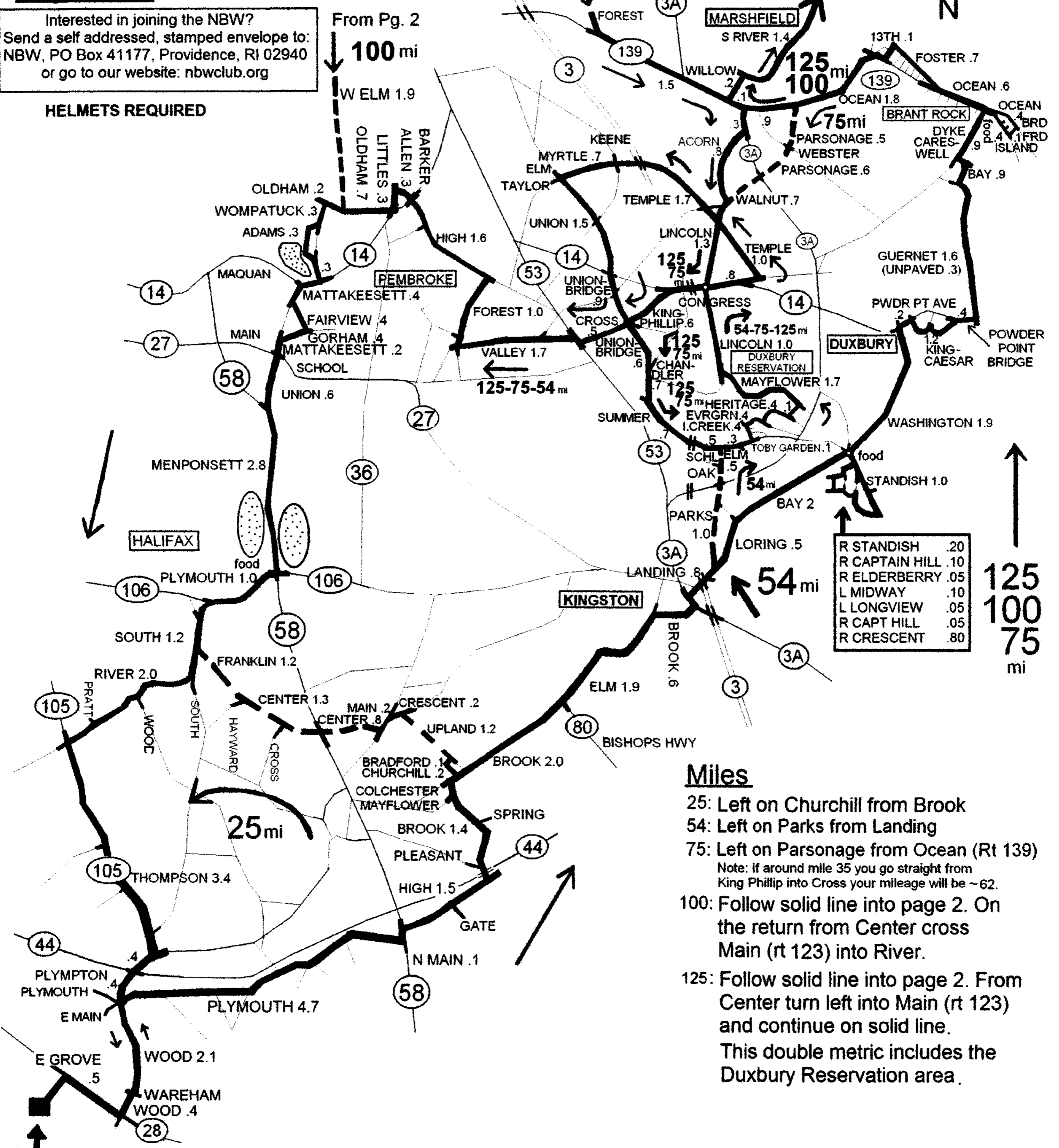


Interested in joining the NBW?
Send a self addressed, stamped envelope to:
NBW, PO Box 41177, Providence, RI 02940
or go to our website: nbwclub.org

HELMETS REQUIRED



R STANDISH	.20
R CAPTAIN HILL	.10
R ELDERBERRY	.05
L MIDWAY	.10
L LONGVIEW	.05
R CAPT HILL	.05
R CRESCENT	.80

Miles

- 25: Left on Churchill from Brook
- 54: Left on Parks from Landing
- 75: Left on Parsonage from Ocean (Rt 139)
Note: If around mile 35 you go straight from King Phillip into Cross your mileage will be ~62.
- 100: Follow solid line into page 2. On the return from Center cross Main (rt 123) into River.
- 125: Follow solid line into page 2. From Center turn left into Main (rt 123) and continue on solid line.
This double metric includes the Duxbury Reservation area.

**START: MIDDLEBORO HIGH SCHOOL
E GROVE ST (RTE 28), MIDDLEBORO, MA**

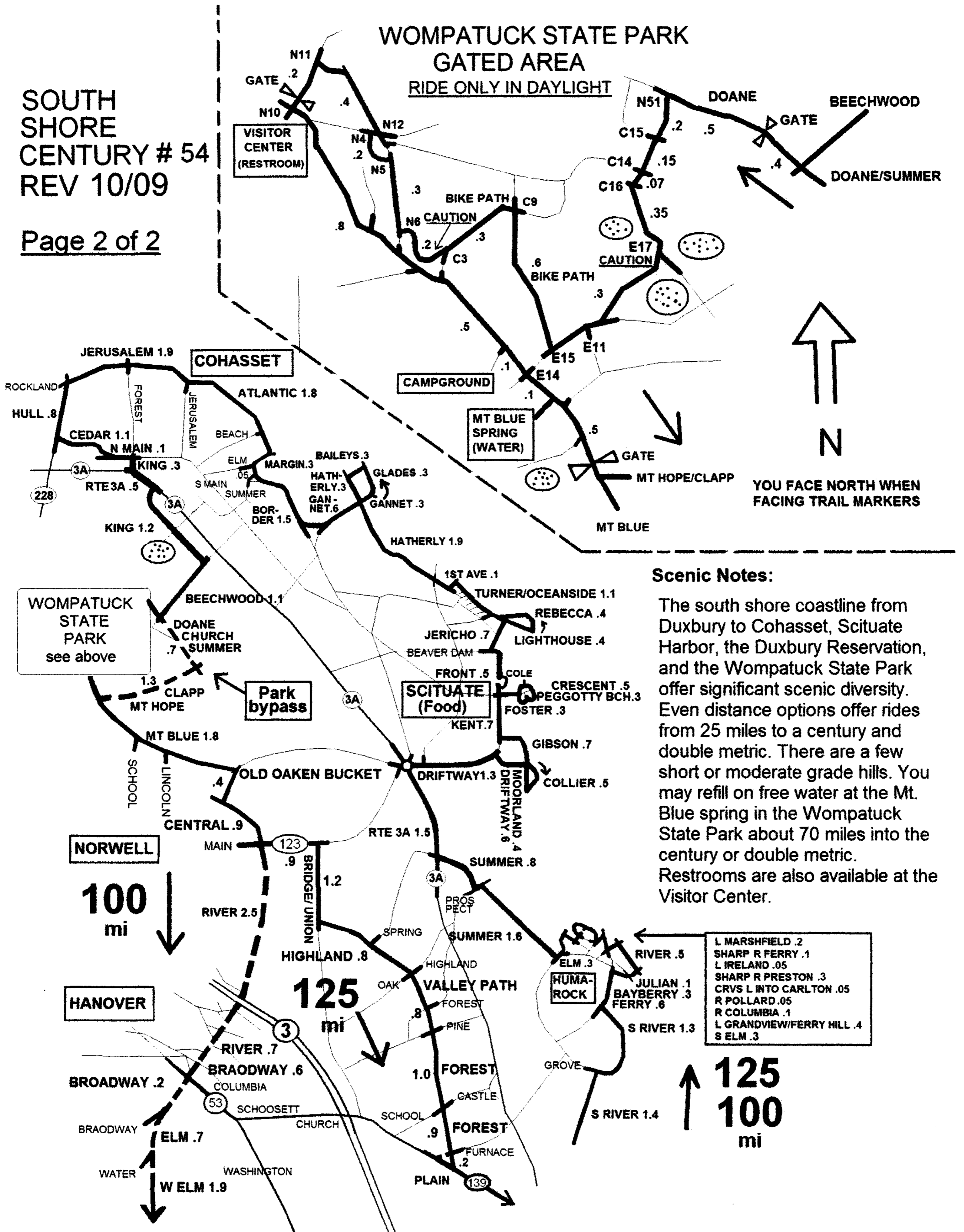
See page 2 for scenic comments

SOUTH SHORE CENTURY # 54 REV 10/09

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WOMPATUCK STATE PARK GATED AREA

RIDE ONLY IN DAYLIGHT



Scenic Notes:

The south shore coastline from Duxbury to Cohasset, Scituate Harbor, the Duxbury Reservation, and the Wompatuck State Park offer significant scenic diversity. Even distance options offer rides from 25 miles to a century and double metric. There are a few short or moderate grade hills. You may refill on free water at the Mt. Blue spring in the Wompatuck State Park about 70 miles into the century or double metric. Restrooms are also available at the Visitor Center.

- L MARSHFIELD .2
- SHARP R FERRY .1
- L IRELAND .05
- SHARP R PRESTON .3
- CRVS L INTO CARLTON .05
- R POLLARD .05
- R COLUMBIA .1
- L GRANDVIEW/FERRY HILL .4
- S ELM .3

125
100
mi

Release Notes South Shore Century, map # 54

Updated: 10/2009 by Luca Marchi

Ride Announcers:

These points are to be addressed in the ride talk, in addition to any information related to road hazards or detours gathered by current arrowers.

100 & 125 miles:

After crossing the wooden powder point bridge in 24 miles, a left turn leads through a beach parking lot and 500 yards of unpaved road. Arrows resume in the parking area on the other side.

If the Wompatuck State Park is reliably arrowed, and therefore not excluded, the following comments apply.

In 76 miles you will enter the Wompatuck State Park by the side of a closed gate. Expect two more closed gates with side space to let in bikers and pedestrians. Visualize arrows at each intersection not to miss a turn in this area otherwise difficult to exit. The ride through the park includes a marginally frequented, well paved, bike path of 1.5 miles. Ride single file when making turns and be mindful of other potential bikers and pedestrians. Watch out for dips and bumps by a pond on the left 1.5 miles into the park. Beware of two large boulders after the bike path forks. They are intended to slow you down before short, steep, curves 3 miles into the park.

125-75-54 miles: Between Heritage Ln. and Mayflower St. in Duxbury, there is a "do not enter" sign into the back of a fire station. The sign is intended only for motorized vehicles, the fire station allows us to go through, but use appropriate caution in making this left turn.

Arrowers:

Every intersection within the State Park, without exception, must be reliably arrowed with at least two or three arrows to preclude cyclists from going off track in this area. As the park is closed to motorized access, it can only be arrowed by bike. However, the main road (Union St.), from the visitor center to beyond Mt. Blue Spring, is accessible by car from the side of Hingham. It is therefore possible to arrow this section by car and the remaining 4 miles by walking or jogging. You can find a complete map of the park at www.mass.gov/dcr/parks/southeast/womp.htm. If a reliable arrower is not available to cover this area, then the park must be excluded from the ride by instead arrowing the roads to bypass the park, as clearly indicated in the map. This will reduce the total century distance from 102 to 96 miles.

In arrowing the left turn from King Philip Path to Union Bridge Rd, at the five way intersection in Duxbury, ensure that arrows are properly angled at 45 degrees to indicate a wide left turn into Union Bridge Rd.—not a sharp turn into Vine St. It is also a good idea to mark the confirmation arrow on Union Bridge Rd. with "75" and "125" as it is exclusive to these ride options. Note that riders on these distances, after rejoining the 54 mile course, will revisit this intersection from the north side of Union Bridge Rd., this time turning right into Cross St. Therefore, the confirmation arrow on Cross St, should not specify distance markings as it equally applies to all 54-75-125 mile options. There is a note in the map that going straight from King Philip Path into Cross St. shortens the 75 mile ride to about 62 miles, and the 125 mile ride to about 112 miles, but these distances are not otherwise advertised because the map is complex enough with the five ride lengths approximating 1-2-3-4-and 5 quarters of a century.

Design notes:

After arrowing this century in 2006 for the first time, I redesigned the short distance options while fully preserving the century portion along the coastline. I prioritized landscape and ride experience over map complexity. The first task was to reroute the former 45 and 63 mile options away from the now overly congested routes 14, 53, 139, and 3A, and the former 25 mile loop from routes 58 and 106. The second priority was to find the most favorable areas for this purpose. The third priority was to offer distances that would approximate 1/4, 1/2, and 3/4 of a century, if possible, for even distance options. The result was 25-54-75-102 mile rides. Arrowing only 8 additional miles provides a 25 mile extension that, by adding the Duxbury Reservation area to the original century, offers a 125 mile ride (double metric). A significant inclusion to the original century was the Wompatuck State Park. While this densely forested park is to be entered in full daylight, and only if reliably arrowed—otherwise it should be bypassed as clearly marked in the map—it offers an environment starkly contrasting with the customary roads shared with motorized traffic. The park also offers restrooms at the visitor center and free water at the Mount Blue spring. The 25 mile ride, originally in the clock-wise direction, is now in the counter-clock-wise direction, as the former very unfavorable left turns, from rte 58 into 106, and rte 106 into 105, are now excluded. Directing this ride in the counter-clock-wise direction, consistently with the others, saves arrowing work, paint, and further map complexity.