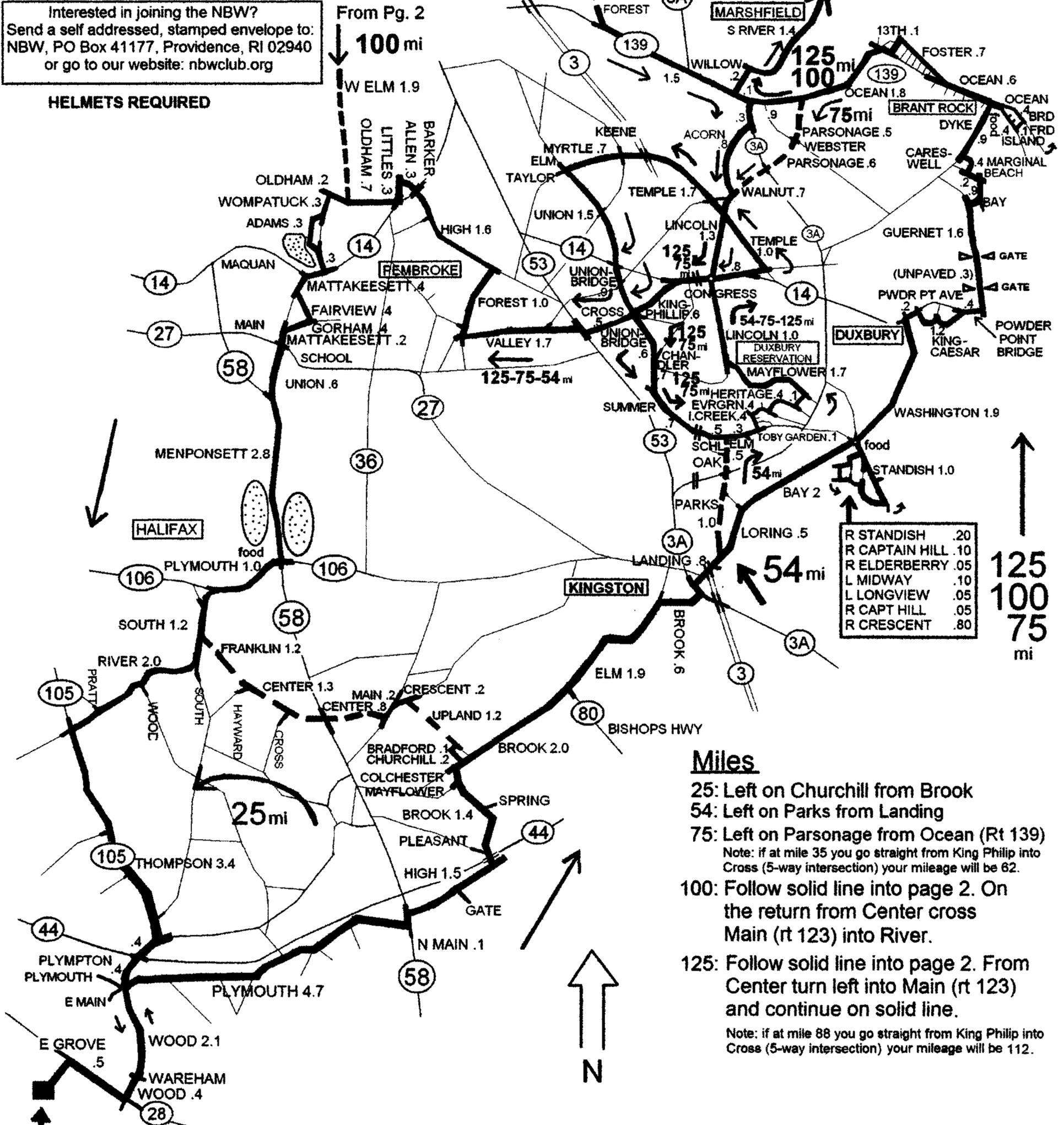


Interested in joining the NBW?
Send a self addressed, stamped envelope to:
NBW, PO Box 41177, Providence, RI 02940
or go to our website: nbwclub.org

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

125
100
75
mi

Miles

- 25: Left on Churchill from Brook
- 54: Left on Parks from Landing
- 75: Left on Parsonage from Ocean (Rt 139)
Note: if at mile 35 you go straight from King Philip into Cross (5-way intersection) 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.
Note: if at mile 88 you go straight from King Philip into Cross (5-way intersection) your mileage will be 112.

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

See page 2 for scenic comments

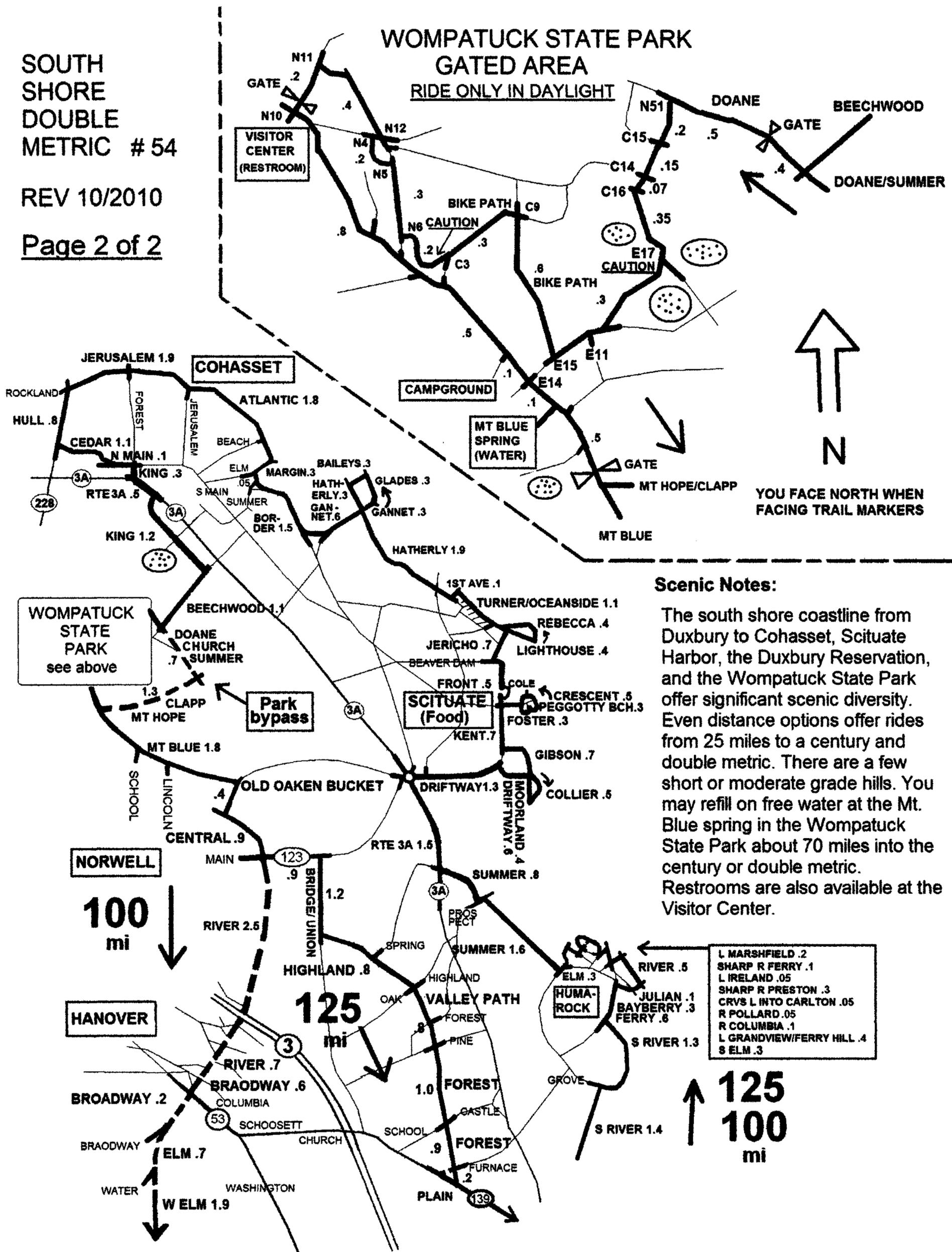
SOUTH SHORE DOUBLE METRIC # 54

REV 10/2010

Page 2 of 2

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

Narragansett Bay Wheelmen, South Shore Double Metric, Release Notes & Map # 54
26-54-75-102-125 miles (with 62 & 112 mile bailouts). Released 10/22/2010. Offered by Luca Marchi

REGIONS:	DISTANCE	26	54	75	102	125
Farms, fields, and cranberry bogs in Middleboro, Plympton, and Halifax.		●	●	●	●	●
Forested Duxbury Reservation area, cranberry bogs, ponds in Pembroke.			●	●		●
Ocean views around Standish Monument, over the Powder Point Bridge, and Brant Rock.			●	●	●	●
South shore coastline over Humarock (Marshfield), Scituate, Cohasset. Wompatuck S.P.					●	●

Notes to Announcers:

75-100-125 miles--In 24 miles, after crossing the wooden Powder Point bridge, there is a left turn through a parking lot, followed by a gate and 500 yards of compacted sand and gravel. Arrows resume in the parking area on the other side. Map notes describe 62 & 112 mile bailouts, at a 5-way intersection at 35 & 88 miles, respectively for the 75 & 125 mile options [Repeat].

100-125 only--If the Wompatuck State Park is reliably arrowed, and therefore not excluded, then:

In 66 miles you will enter the Wompatuck State Park by the side of a closed gate. Expect two more closed gates with side space to allow bikers and pedestrians. Look for, and identify arrows at each intersection not to miss a turn in this park otherwise difficult to exit. The ride through the park includes a marginally frequented, well paved bike path. Ride single file when making turns and be aware of other potential bikers and pedestrians. In 1.5 miles into the park, watch for dips and bumps by a pond on the left. In 3 miles into the park, beware of **two large boulders in the middle of the path** [repeat] intended to slow you down before **short, steep, curves**. The park was deeded by Chief Wompatuck to the English settlers in 1665 and was used as a major ammunition depot for North Atlantic Navy operations during WWII. Many bunkers remain in the area. Restrooms are available at the Visitor Center (70 miles) and free drinking water flows from the Mt. Blue Spring (72 miles).

54-75-125 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. You must stop and give the right of way to any fire trucks responding to emergencies.

Notes to Arrowers: Every intersection within the State Park, without exception, must be strictly and reliably arrowed according to the NBW specifications to prevent cyclists from getting lost 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 main park entrance from 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 bypassed as clearly shown in the map. This will reduce the total century distance from 102 to 97 miles, and the double metric from 125 to 120 miles. As the park is off-limits to motor vehicles, the old arrows tend to remain relatively well preserved for identification and repainting even by new arrowers.

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 practice 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 also applies to 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 112 miles, but these distances are not otherwise advertised as the map is already complex with the five ride lengths approximating 1,2,3,4, & 5 quarters of a century.

Design notes: In 2007 I radically redesigned the short distance options while fully preserving the original section of the century along the south shore. I prioritized landscape and ride experience over map complexity by: 1) Rerouting the old 45 and 63 mile options away from the overly congested routes 14, 53, 139, and 3A, and the old 25 mile loop from routes 58 and 106; 2) Finding more favorable roads and areas; 3) Designing even distance options approximating 1/4, 1/2, 3/4, 1 and 1 1/4 century. The result were 26-54-75-102-125 mile rides, with 62 & 112 mile bailouts. The double metric requires arrowing only 8 additional miles and adds the wooded Duxbury Reservation area to the original century. A significant inclusion to the original century was the Wompatuck State Park. While this densely forested park should be entered only in full daylight, and only if reliably arrowed--otherwise it should be bypassed as clearly marked in the map--it offers an environment in stark contrast to the customary roads shared with motorized vehicles. The 25 mile ride is now routed in the counter-clock-wise direction, consistently with the others, as the former highly unfavorable left-turns, from rte 58 into 106, and rte 106 into 105, are now eliminated. This saves arrowing work, paint, and additional map complexity.