



2018 Overland Route

Southern Windsor Gravel Grinder



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Miles: 45.7
Surface Type: Gravel
Elevation Gain: 6,009 ft
Difficulty: Challenging

The Vermont Overland route is the brainchild of Vermont local and past national champion, Peter Vollers. At 45 miles with a lung busting 6000 feet of climbing, it is not for the faint of heart. You can race it annually with serious amateurs and professional cyclists at the popular annual Vermont Overland and Gravelfest in August (more information at vermontoverland.com), or you can do it at a much more relaxed paced on your own. Be prepared. The terrain is steep and chunky with some technical descents. Bring an appropriately geared bike with wide tires as well as tools to self-repair on the course.

Southern Windsor Gravel Grinder



Miles: 19.7
Surface Type: Gravel
Elevation Gain: 2,008 ft
Difficulty: Moderate/Challenging

If you want to explore some gravel riding but don't have the time to tackle the full Overland route, the Southern Windsor Gravel Grinder route is a good way to sample the area. At 20 miles with 2000 feet of climbing, you will still get a fair amount of climbing in a compact loop. Be prepared with a bike with appropriately sized tires (hint: leave the 25mm tire road bike at home) and low gears. A great starting point for both these routes is the small town of Brownsville, which is near three covered bridges in the area and has both lodging and places to eat.

Legend			
	Paved Road		Parking
	Gravel Road		Bike Shop
	Paved Bike Route		Food
	Gravel Bike Route		Ice Cream
	Mile Marker		Brewery/Tavern
	Caution - Steep Grade		Swimming Hole
	Rail Road Crossing		Covered Bridge

Disclaimer

Notice to Bicyclists: This map and accompanying information is intended solely to assist bicyclists in their selection of facilities to ride on throughout Windsor County. In providing this information, Southern Windsor County Regional Planning Commission (SWCRPC) does not designate these facilities as formal bikeways. SWCRPC also does not assume liability for bicyclists who choose to travel upon any of the facilities shown on this map, nor does SWCRPC guarantee the stability, condition or fitness of any of the listed facilities for bicycling. Many of the facilities identified on this map cross and/or run on public roads that are exposed to daily wear and tear and degradation due to weather, motorized traffic and other environmental factors. Facilities may contain pavement imperfections, including ruts, cracks, and bumps. Riders may encounter expansion joints, debris, encroaching vegetation, stormwater inlets, and other natural and man-made features. Riders should also remain alert for areas of visual impairment and other irregularities that may impact rider and motorist ability to see each other or potential road hazards. The chance that one may come into an area of visual impairment or a route irregularity warrants special care on the part of route users. This map includes facilities within multiple jurisdictions. Conditions and design elements may vary between jurisdictions. It is the responsibility of the individual rider to remain alert at all times as to the conditions of the facility, pedestrian and other traffic on the facility, and the inherent potential for conflict in any shared-use space. Riders should always ride with care for their own safety as well as the safety of all other users of the facility or right-of-way.

