

RIDE NO. 3 CHAMPLAIN I, WHITEHALL – TICONDEROGA

Mileage = 59.4

Elevation Gain = 3,505 feet

Category = Moderate

Cycling doesn't get any better than this. The Champlain Valley is very scenic, with the Adirondacks to the west, the Green Mountains to the east and the beautiful Lake close by.

Here's what I wrote in my log about ride No. 3:

“The New York side of the ride (from Whitehall to Ticonderoga) has almost constant views of hills and mountains near and far, with occasional glimpses of the Lake. The Vermont side, through rich farmland, offers distant mountain views and some lake views. This is a very enjoyable ride, but not an easy one. The ride along State Route 22 from Whitehall, which we followed most of the way to Ti, has some relatively long hills, but the road has been graded to eliminate steepness. It also has a nice wide shoulder so we weren't too close to the passing traffic, which was not heavy but was fast-moving. There's a 6½-mile stretch on a secondary county road just before reaching Ti which is not as well graded as the State road and is rather like a roller coaster. The “ups” were not very long, though, so they're no problem. We made a rest-lunch stop at Stewart's in Ti at 26.5 miles. We had climbed 1,985 feet by that time, an average of 71.5 feet per mile. On the east side, mostly in Vermont, there was a cumulative ascent of 1,610 feet in 30.4 miles, or 53.0 feet per mile. The total elevation gain for the 59.4 mile trip (2½ miles of which, in case you're adding, was backtracking to the ferry dock from Stewart's) was 3,505 feet, or 59 feet per mile.

The ferry ride from Ticonderoga to Larabee's Point in Vermont, across the narrow end of Lake Champlain, takes only 15 minutes or so. The small, engineless ferry is propelled by a tug, also small, attached to the starboard side. The ferry is guided by two cables, one on either side of the bow. The cable is anchored on the opposing shores and lies on the bottom (about 20 feet down according to the ferry man). As the ferry moves forward, the cables are raised on the ferry's pulleys, returning to rest on the bottom of the lake after the ferry has passed.

After another refreshment stop in Fair Haven on the return leg, we were back in Whitehall in an elapsed time of about eight hours. The time on the bikes was four hours and 47 minutes, so it's obvious we made a lot of stops, of which perhaps an hour and 45 minutes was for refreshment and possibly a half hour was waiting for the ferry”.

(3) CHAMPLAIN I, WHITEHALL-TICONDEROGA

1	GO N ON BOULEVARD, BR ON MAIN ST. 123'	-	-
2	L ON SAUNDERS ST. 124'	0.3	0.3
3	R ON SR 22 IN 338 FT.	-	-
4	REACH SOUTH BAY BRIDGE 85'	2.2	2.5
5	PASS BLUE GOOSE RD. - L 309'	1.4	3.9
6	PASS CRUSHER HILL RD. - L 348'	2.1	6.0
7	PASS CR 6 - L 443'	1.0	7.0
8	PASS CLEMONS RD. - R 380'	0.5	7.5
9	PASS OTTENBURGH RD. - R 291'	1.1	8.6
10	PASS DRESDEN RD. - R (1 ST OF 2) 151'	1.9	10.5
11	PASS DRESDEN HILL RD. - L 445'	1.4	11.9
12	PASS BACKUS RD. - L 429'	1.4	13.3
13	PASS GULL BAY RD. - L 292'	1.8	15.1
14	R ON CR 2 (LOWER RD.) 389'	1.3	16.4
15	PASS CUMMINGS RD. - L 116'	2.6	19.0
16	BECOMES CR 41, WRIGHTS FERRY RD. 186'	3.2	22.2
17	R ON SR 22 191'	0.7	22.9
18	L ON RIVER RD. 168'	2.4	25.3
19	L AT END ON MONTCALM ST. 116'	0.3	25.6
20	STEWART'S AT 26 MONTCALM ST. - L 194'	0.9	26.5
21	BACKTRACK ON MONTCALM ST.	-	-
22	X SR 22 TO SR 74 154'	1.1	27.6
23	REACH FERRY TO VT. 101'	1.4	29.0
24	IN VT., GO E ON RT. 74 101'	-	-
25	R ON RT. 73 136'	0.5	29.5
26	RT. 73 BENDS L (MT.INDEPENDENCE RD. - R) 348'	5.4	34.9
27	R ON SR 22A 330'	0.4	35.3
28	PASS COOK RD. - R 374'	0.6	35.9
29	PASS COUNTY LINE 336'	2.5	38.4
30	PASS RT. 144 - L 366'	2.9	41.3
31	PASS LAKE RD. - R (TO BENSON) 266'	1.0	42.3

32	PASS EAST RD. - L	276'	2.4	44.7
33	PASS BIGELOW RD. - L	370'	2.8	47.5
34	PASS SHELDON RD. - L	388'	1.6	49.1
35	X US RT. 4	369'	0.8	49.9
36	R ON WEST ST.(BECOMES CR 11 IN 0.5)	407'	0.9	50.8
37	L ON CARLETON RD.	478'	2.4	53.2
38	BR ON CR 9	258'	3.0	56.2
39	PASS CR 9B - L	196'	1.8	58.0
40	STR8 ON WILLIAMS ST. (CR 10 - R)	131'	0.2	58.2
41	R ON SAUNDERS ST.TO BRIDGE	145'	0.8	59.0
42	L ON MAIN ST.	124'	0.1	59.1
43	BL ON BOULEVARD TO S.P.	123'	0.3	59.4