

MORE Route description

Lower Peninsula

Mileage	Description
0	Route begins at Pokagon State Park for camping/staging
0-5.5	Route is mostly paved with one short section of gravel
5.5	If no desire to camp/stage, you can begin from this point right near the border at the intersection of North 150 and West 800 roads.
5.5-40	Majority gravel roads with some stretches of pavement. No significant climbing and pleasant surfaces to ride. Section ends at Union City which has resupply options.
40-69.5	Fair bit of pavement with roughly 50% gravel roads. No significant climbing in this section. Pass thru town of Climax.
69.5-73	Enter Fort Custer state park. Rugged overgrown road stretch giving way to gravel then pavement. Optional singletrack loops here. Camping available.
73-106.5	Pavement near Augusta with re-fueling options and bike shop giving way to majority gravel roads. Rolling hilly terrain with a seasonal road stretch (Sager Rd.) later in section.
106.5-109	Enter Yankee Springs Recreation area. Seasonal roads combined with singletrack terrain. Optional add-on singletrack loops and camping at Deep Lake State Park. Very scenic area. Rustic camping at Deep Lake campground. Modern camping at Gun Lake State Park.
109-117	Gravel and paved roads to the town of Middleville. Rolling terrain.
117-129	Depart Middleville on paved bike path and paved roads quickly giving way to "Dragons Tail" singletrack followed by rugged seasonal roads. Very hilly section with tough terrain. Sections can have down trees and mud when wet.
129-144	Pass near the town of Freeport and take gravel and paved roads to the town of Lowell. Gently rolling terrain. Lowell has resupply options as well as the NCT national headquarters.
144-164	Primarily gravel roads with some pavement. Hilly terrain but fast rolling.
164-166.5	Cannonsburg State Game Area singletrack. Note: this section is closed to bikes beginning in middle of September to early February. You can bypass by staying on Egypt Valley Road. Additional singletrack loops optional.
166.5-169	Road leading to Cannonsburg Ski Hill Singletrack. This trail is directional so take the appropriate sections to the parking lot. Additional singletrack loops optional. Hilly terrain.
169-176	Mix of paved roads and paved bike path leading to Luton Park. Gently rolling terrain.
176-178	Luton Park singletrack trail. Additional singletrack loops optional. Well used singletrack that's easy to follow.
178-194	Paved road leaving Luton Park and passing thru town of Rockford. Leave Rockford on the White Pine Rail Trail and pass thru towns of Cedar Springs and Sand Lake. Trail is paved until Sand Lake then becomes crushed limestone.
194-230.5	Paved, gravel and some seasonal roads in this section. Route passes over the Croton Dam and enters the Manistee National Forest. Forest roads may be sandy and loose. Use caution on M37. 28th and Centerline roads west of M37 pass thru a swamp and are susceptible to flooding and deep water puddles. Route also passes near White Cloud which is a critical re-supply before entering the NCT. White cloud is a mile or so off-route.

230.5-249	NCT singletrack trail. Fairly well used and marked. Rolling terrain. Section ends at Nichols Lake where camping is available.
249-266.5	Primarily gravel and seasonal roads with some pavement. Flat to rolling terrain.
266.5-308	Primarily NCT singletrack with a few road sections linking trail together. NCT is fairly well used in this section. Many creek/river crossings for water re-supply. Several sustained climbs in this section with hilly terrain near the end of the section. Route passes through Big-M trails where additional singletrack loops are optional.
308-319	Majority gravel and seasonal roads with some pavement. Use caution on M-55! Some sandy sections in this stretch.
319-334	NCT singletrack trail. Fairly well used and marked. Very hilly terrain with sustained climbs and descents. Very scenic and popular stretch. Walk bike across suspension bridge and small section of Manistee River Trail.
334-353	Primarily gravel and seasonal roads with large sustained climb and descent into the town of Mesick. Additional climbing after Mesick on pavement and gravel roads. Use caution on M37!
353-367.5	NCT singletrack with a few short seasonal/gravel road spurs connecting trail. Trail is not well used and slow going. Pay close attention for trail markers and creek crossings. Hilly section with some tough sandy climbs and descents. Good remote camping on the river in this stretch. Good scenic overlooks as well.
367.5-377.5	Short primary road stretch leading to seasonal roads. This section has some sandy spots, but not overly challenging. The NCT is avoided in this section because it is derelict.
377.5-387.5	Mix of singletrack trail and seasonal roads. Trail is easier to follow in this stretch with some scenic overlooks and cool spots to camp. Pay close attention to markers and what trail you are on as there are many side trails and intersecting trails in some areas! Use caution at 131!
387.5-420	Primarily singletrack with some seasonal and ATV sections connecting singletrack. Sections can be rugged and a bit swapy while other are well used and wide ski trail. Quite hilly in this region and many intersecting paths/roads so pay close attention to navigation! Great scenery with good water access and camping options. Many optional singletrack trail loops and optional riding.
420-453.5	Mix of seasonal roads, gravel and NCT Singletrack. Generally the terrain is quite sandy. First singletrack section is difficult to ride and not well used. Several sections are not well used, overgrown and slow going. Singletrack from Sunset Trail Rd. to Eagle Lake is pleasant to ride with some big climbs and descents. The sections that follow are not as pleasant riding. Good camping on Sand Lake. Gravel road leading into small town of Alba.
453.5-479.5	Route leaves Alba on a paved road which quickly turns to gravel. Huge descent into the Jordan River valley which is very scenic. Near the end of the valley the route turns onto a seasonal road which turns into trail near the lake. Precarious water crossing followed by NCT. The section of NCT after the road is rugged and hilly. Remainder of the section is seasonal and gravel roads. This section is quite hilly with some prolonged sand stretches near the end.
479.5-498.5	NCT singletrack trail which is very hilly and can be rugged. Trail is somewhat used but may have down trees or logging activity. Fairly slow going terrain with sustained climbs and descents.

498.5-504	Primarily paved roads with one seasonal road section. Very hilly terrain with big climbs then descending into Petoskey.
504-511	Primarily paved bike path through the town of Petoskey. Ample re-supply available near route. Flat terrain with great scenery of Lake Michigan. Camping available at Petoskey State Park.
511-513	Surface roads leading to NCT trailhead.
513-528	Primarily NCT singletrack with very hilly terrain. Well used sections with good scenery and fun descents. A few road connectors linking trail segments.
528-539.5	Mix of paved and gravel roads leading to NCT trail section near Wycamp lake. Seasonal road near Wycamp is sandy.
539.5-550	Paved road along Lake Michigan with great scenery leading to a gravel camp road which serves as a good back entrance to Wilderness State Park. Rolling trails within Wilderness leading to the paved entrance road. Camping and cabins available in the state park.
550-561	Short road section leading to NCT along French Farm Lake. Trail emerges onto North Western State trail directly into Mackinaw City. Take surface streets to finish!
561.5	End of Lower Peninsula route at the Mackinac Bridge!

Upper Peninsula

Mileage	Description
0	Upper Peninsula route begins at Michigan Welcome Center / Straits State Park. Modern camping available at Straits State Park. Many supply and restaurant options nearby in St. Ignace
0-6.5	Easy paved miles through town to get to multi-use trail. Multi-use trail consisting of crushed rock and gravel surface.
6.5-20.1	Scenic gravel roads, mostly flat terrain with some pavement. Tough sand section along powerlines from mile 17.4 to 19.4 with some hike-a-bike. Brevort Lake Campground at mile 20.1 with restrooms, camping and water.
20.1-43.5	Majority of this section is fairly sandy seasonal roads, truck trails and two-tracks. During high water there can be flooding due to beaver activity on the truck trails. A few short chunks of pavement. Very scenic and remote section. At mile 43.5 the Rexton General store is just off route.
43.5-67.7	Majority of this section is fairly sandy seasonal roads, truck trail and two-tracks. During high water there can be flooding due to beaver activity on the truck trails. There is some respite sprinkled in with regular gravel and pavement. Garnet Lake campground is just off-route at mile 47.1 with a vault toilet and water pump.
67.7-78.9	Good gravel roads, a few sandy spots and good forest riding. Route becomes more inhabited and eventually turns to pavement outside of the town of Curtis which has good resupply and dining options.
78.9-96.6	Nice paved and gravel riding just past Curtis. Snowmobile trail from miles 86.4 to 90 which can be overgrown and wet in spots. After mile 90 the route is good pavement and gravel to Mead Creek State Forest Campground. Lightly rolling to flat.

96.6-142.3	Remote section through tough terrain. Good gravel leaving Mead Creek campground until Highwater Truck Trail. Terrain gives way to rocky and sandy truck trails traversing the Seney Wildlife Refuge. During high water this area can become flooded and impassable. Stutts Truck trail and other roads are quite sandy. Small "store" in Steuben with variable hours. Very flat terrain.
142.3-156.6	Nice gravel roads through the Hiawatha National Forest. At mile 152 the route turns into Bruno's Run singltrack. Bruno's run is a smooth non-technical trail through very scenic terrain. Pete's Lake Campground is at mile 156.6 with bathrooms and water. Lot's of camping options in this general area. First good section of hills.
156.6-171.6	Continue on Bruno's Run singletrack. Forest Glen General Store just off-route at mile 157.6 on paved road. Singletrack gives way to a mix of forest roads, two-tracks, gravel and some pavement. Fairly hilly section.
171.6-185.5	Begin riding on Valley Spur trails which are flowing and smooth. After departing trails the route enters old logging roads and can be overgrown in spots. Continue following forest roads, two-tracks and snowmobile trail until route emerges onto a paved road just outside of Wetmore. Lots of good re-supply, lodging and dining options in both Wetmore and Munising.
185.5-200	The route leaves Munising and enters the Munising Bike Park onto singletrack trails. Optional fun loops with features to play around on here. The route wanders through the bike park and then exits onto a series of rugged roads and ATV trails. This section can be very sandy in spots depending on the weather. Eventually the sandy trails give way to nice gravel riding under hardwood canopy. AuTrain Lake Campground is just off-route at mile 200. This section is quite hilly.
200-227.3	The route continues along nice gravel roads until Rock River road. The 6.5 miles of route after Rock River road are less traveled and can be muddy during wet seasons. Once the route hits Deerton road it is smooth sailing on a mix of gravel and pavement.
227.3-234.8	The route uses the Iron Ore Heritage Trail to get to the outskirts of Marquette. If you are in need of reupply prior to Marquette you can veer off course at the M-28 bridge and follow the road into Harvey which has all services. The trail eventually hits the lakeshore and skirts along the coast to the South Trails in Marquette. At mile 233.4 the route passes a Michigan Welcome center which has bathrooms and water.
234.8-243.5	The route crosses under highway 41 and enters into singletrack trails at the Marquette South Trails. This section is almost entirely singletrack and passes close to Rippling River which has both modern and rustic camping. The trails vary in difficulty from beginner to intermediate.
243.5-246.2	This section is composed of bike paths navigating through the city of Marquette. You can find all major services in the city along with a number of great bike shops.
246.2-253.3	This section is entirely singletrack and utlizes the Marquette North Trails. It starts off on beginner trails eventually leading to Pine Knob which is an expert level trail however very beautiful. We recommend hiking anything you're not comfortable with.
253.3-267	The route takes a series of unique connectors to get to Negaunee. First you'll ride a paved road down to the dam and then follow the pipeline up to a neighborhood. Follow the route through a series of paved roads and houses to Hoist Road. The route will turn off onto the powerlines and follow them until North road. Note that the last couple hundred meters of powerlines passes through a swamp which will require some hike-a-bike to get to the road. North road goes directly into Negaunee which has all services.

267-276	The route uses the legendary RAMBA trails to get from Jackson Park in Negaunee to the town of Ishpeming. These trails are quite rugged and technical but well worth the effort for the views and cool spots they traverse. This section is quite technical and hilly.
276-286.6	Ishpeming has all major services and is the last point of proper resupply until L'Anse over 65 miles away. The route stays on paved roads leaving town for quite a ways passing scenic Deer Lake. Eventually Deer Lake road turns to gravel and the route becomes a bit more rough and rugged.
286.6-312.5	This section leaves Deer Lake Rd and utilizes less traveled logging roads and two-tracks. The route passes through the Mulligan Plains and high terrain above the Silver Lake basin. After several big climbs and descents the route eventually connects to Triple A road.
312.5-332.5	After crossing the Yellow Dog River the route uses AAA road and other forest roads heading to Mt. Arvon. These roads can be rugged at times depending on weather and include some sandy sections on AAA, loose rocks and decent size climbs. Generally the roads are hardpacked and good traveling though. The climb to Mt. Arvon is arduous. Small campsite on Arvon with picnic table, fire ring and overlook. Mt. Arvon is the highest point in Michigan.
332.5-354.3	The decent off Mt. Arvon begins on a rugged ATV trail which is susceptible to washing out. Use caution on the long descent and control speed. The route uses forest roads that are generally maintained after leaving Mt. Arvon and the roads become more improved closer to L'Anse. All major services in L'Anse, and just off-route west on US-41 is Baraga State Park for camping.
354.3-375.1	The climb out of L'Anse up Menge Creek road is sustained for 7 miles on a decent paved to gravel road. Once off Menge Creek road the route uses less maintained logging roads that vary in condition. Route can become overgrown and may have trees down. As the route nears the Sturgeon River Gorge the roads improve to a well traveled gravel surface. Use caution on the steep descent into the gorge.
375.1-404.3	Steep climb out of the gorge on a gravel road. The road has been washed out requiring a short hike-a-bike section as of Summer 2020. The road is reliable and well traveled. This section of the route is generally well maintained and smooth traveling. Several large climbs. Just out of the route on highway 26 at mile 396 is the town of Twin Lakes with camping and a general store.
404.3-418.1	The route quickly becomes rugged after leaving the Bill Nichols trail. Roads are quite rocky and there is a long steep descent which should be approached with caution. This section is remote and inaccessible to vehicles due to several bridges being out. Expect at least 3 small creek crossings. No services in Misery Bay but the road is paved.
418.1-440.4	The route leaves Misery Bay on a decent road but it will continue to degrade in quality until becoming nearly abandoned around mile 416. The road consists of red clay and becomes unridable when wet. Expect to hike-a-bike if it is raining or has rained. The road is rugged and ill used from miles 416-424.5 except for logging. Once the route reaches the Firesteel River the road becomes paved and is easy going except for a long climb up to Greenland. There is a bar/restaurant on highway 38 in Greenland and a small store in Mass City farther down the route.

440.4-449.2	Leaving Greenland the route passes Adventure Mine which is of cultural and historical significance. There is a water spigot in the parking lot. Shortly after the route passes through Mass City which has a general store. Not long after leaving Mass City the route becomes much more rocky and rugged and is primarily used by ATVs. Use caution on the descents as they are fast. There are a couple of large climbs before the final descent into Rockland. There is a bar in Rockland along with minimal resources.
449.2-471.9	A long paved descent takes the route out of Rockland towards Victoria. There is a very steep and arduous paved climb up to Old Victoria which is a site of cultural and historical significance. The route soon leaves the pavement and follows the ridge of the Trap Hills westward. Several prolonged climbs and descents mark this section. The gravel roads contain large rocks and the conditions vary. At mile 463.8 the route hits pavement.
471.9-494.1	The route is entirely paved the last 22 miles to the finish. There is a small store and restaurant in the town of White Pine. As of summer 2020 there wasn't much other than a hotel in silver city (bar/restaurant permanently closed). The finishing stretch up the 107th Engineers Memorial Highway is beautiful with many spots to stop and enjoy Lake Superior. The final climb is lengthy and the last half mile is very steep to the finish. Porcupine Mountains Wilderness State Park is a true gem and worth exploring.
494.1	End of the Upper Peninsula section at Lake of the Clouds overlook!