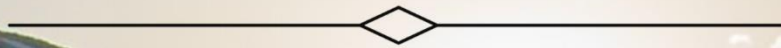




HIGH **LONESOME** 100



2023 **RUNNER** GUIDE

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4/27/23

Welcome

Hello! Welcome to the 2023 Runner Guide for the High Lonesome 100! This document, in conjunction with the website, should provide all the information you need to plan your race. This guide contains details that may be updated or changed in the leadup to the race, so please observe the date at the bottom of the page to ensure you are using the most up-to-date file. If you have any questions, please send the RD an email (details in the contact us section). Please review this information thoroughly. Thanks for joining us in our fifth running!

Introduction to the 2023 event

Thanks for joining us for our sixth running of the High Lonesome 100! We hope that you are as stoked as we are; it's going to be a great year! As each year has a slightly different flavor, we've added this section to highlight some of the more changeable aspects of the race such as snowpack, fire seasons, construction projects, etc. The primary goal of this section is to allow you to contrast against previous years to be better prepared for this year's event.

Snowpack and weather

The 2023 winter snowfall was a fairly average year, with our snowpack generally hovering just over average. Luckily, most areas surrounding the Sawatch received exceptionally good snow years. New Mexico, Utah, most of Colorado, Wyoming, and Montana are extremely wet. Hopefully this means our fire season and smoke will be less than previous years. Runners should expect dry trails, shallow stream crossings, and possibly some smoke/haze.

Given the average snowpack, it's unlikely we will have any snow crossings, though the usual suspects are always a possibility. The north side of Laws Pass, the descent off Alpine Tunnel, and Chalk Creek Pass would be the only places that could still be holding snow by July. Additionally, less snow means fewer avalanches; we should be able to have virtually all the fallen trees cleared by race day.

The race was moved one week earlier into July last year, a change which continues this year.

Fire risk

One of the unfortunate realities of climate change is that the Sawatch is at a very high risk of large and destructive wildfires. Each year we are more at risk due to more beetle kill, denser forests, less moisture, and more people. We will continue to monitor and report about wildfires that pose a threat to our course or the air quality, so please pay attention to emails and Facebook for these updates.

Also, don't use campfires; they don't have a place in our camping experiences anymore. Over 85% of wildfires in Colorado are started by humans. A good stove works better for cooking and the fire risk from campfires has grown too high. We know they provide a delightful ambiance, but it's not worth the risk. Please check with the Chaffee County sheriff about local fire conditions and fire bans.

Notable changes to the race for this year

- Well, COVID is still around so there is a whole policy on that. Be sure to read it!

- We have made changes to our mandatory gear policy in 2022. What you need to carry and when you need to carry it has changed from 2021 and earlier years! See [the required gear section](#) for details.
 - The race cutoff is now 37 hours! All aid station cutoffs remain the same as prior years, but the finish line cutoff is now 7pm (previously 6pm).
-

Contact us

Caleb Efta, Race Director. Email: caleb.e@highlonesome100.com. Cell: 720-591-6634. Please send standard inquiries by email and reserve phone calls or texts for emergencies only.

Kelsey Banaszynski, Operations Director. Email: kelsey.b@highlonesome100.com

David Fox, Volunteer Director. Email: david.f@highlonesome100.com

Mail can be sent to PO Box 446, Buena Vista, CO 81211.

Feel free to post to our Facebook page or send us a DM.

Overview of events

Directions to the start/finish area

From Salida

- From Salida, get onto US 285 heading north. Turn left (west) onto CR 162. Drive for 4.5 miles before turning right (north) onto CR 321. Drive for 1 mile and look for signs directing you into a large field to the east.

From Buena Vista

- From Buena Vista, drive to the intersection of Main Street and US 24 (the main stoplight in town). Go west on Main Street towards Cottonwood Pass. Go for about $\frac{3}{4}$ of a mile and turn left (south) onto CR 321. Stay on CR 321 for 7 miles and look for a left turn into a large field to the east.

GPS coordinates for start/finish area

- 38.740213, -106.160962
-

Directions and parking for runner check-in & pre-race meeting

High school address

- 559 S Railroad Street, Buena Vista, CO 81211

Parking



2023 schedule of events

Thursday, July 20

- 12:00 PM–5:15 PM: Packet pickup at Buena Vista High School (559 S Railroad Street, Buena Vista, CO 81211)
- 5:30 PM–6:30 PM: **MANDATORY** pre-race briefing at Buena Vista High School gym

Friday, July 21

- 5:00 AM–5:45 AM: Runner check-in/gear check at starting line.
- 5:45 AM–5:59 AM: Any bibs of runners who did not check in will be offered to present waitlisters
- 6:00 AM: Race start

Saturday, July 23rd

- 7:00PM: Race ends
- 7:15PM(ish)–7:45PM PM: Awards ceremony, celebrations, food, and drink

Sunday, July 24th

- 10:00 AM–12:00 PM: Leftover drop bags available at finish line

Events details

Packet pickup (location: Buena Vista High School)

- All runners will need to pick up their bibs, sign final waivers, register pacers, verify their CORSAR card, and wash their shoes (toad bath!) between 12:00 PM and 5:15 PM on Thursday. Please bring a photo ID for packet pickup.
- If you elect to use drop bags, you must bring them to packet pickup and put them in their correct piles for transport before 5:30 PM. Captains will begin picking up drop bags promptly, so being late likely means your bags won't make it.
- PACERS ARE NOT REQUIRED TO BE AT PACKET PICKUP. We'd like them to be, but it's not required. If your pacer cannot come on Thursday, they can get their bibs at the Hancock, Monarch, Blanks, or Raspberry 2 aid stations, when they pick up their runner.

What to bring to packet pickup

- Yourself
- Photo ID
- Your CORSAR Card (no card, no bib)
- Running shoes (for the toad bath)
- Drop bags
- Your pacers to get their bibs (optional)
- Your pacers' shoes (for the toad bath, optional)

What is a toad bath?

- A toad bath is a light solution that kills several funguses and viruses that are invasive and pose a threat to habitat and fauna, specifically the boreal toad, an endangered species. The process is simple and quick: runners are required to spray down and scrub their footwear at the toad-bath station at packet pickup.
- If a pacer can attend packet pickup, then they should also spray/scrub their shoes. If they cannot attend packet pickup, then they can give their shoes to their runner to disinfect. If neither of the previous options are possible, pacers should clean their shoes with soap and water at home.

Mandatory pre-race briefing (location: Buena Vista High School gymnasium)

- This is a **mandatory meeting** and runners will be required to sign in. Failure to make this meeting means you don't run – plan accordingly.
- This meeting will go over a wide array of race details and key logistics. The content covered during the meeting will be of direct importance to the runners and their crews. We highly recommend that anyone pacing or crewing also be in attendance.

Race-day runner check-in (location: start line)

- Runners will be required to check in, show their bibs, and pass a gear check. Failure to check in or have the required gear will cause a lot of headaches for everyone, so please make sure to arrive early enough and with all your required gear.
- Why do we do this in the morning instead of at packet pickup you ask? Because that way you aren't tempted to take out the required gear the night before.
- Runners who have not checked in by 5:45 AM will have their spots put up for grabs to any waiting wait-listers...so don't be late.

- Race start (location: start line)
- The race will begin at 6:00 AM. Runners may leave the start prior to 6:15 AM and still compete. After 6:15 AM, no runners will be allowed to start the race. Note, if you missed check in, you can't start.

Race finish (location: see above)

- The race finishes exactly at 7:00 PM on July 22nd. This is a 37-hour cutoff. Runners who leave the last checkpoint ahead of the cut-off time but fail to finish prior to 7:00pm will not be given an official finish.
- Finishers will be given their belt buckles as they cross the finish line, but whiskey bottles will be handed out at the awards ceremony.

Awards ceremony and party (location: start/finish area)

- Around 7:15pm (weather permitting) we will present place awards and hand out the whiskey bottles. No whiskey bottles are handed out late or early. If you would like the award, please plan on attending.
- Folks attending the ceremony are welcome to help us polish off our leftover cocktails, beer, nonalcoholic beverages, and food.
- Because it is illegal for us to ship the whiskey awards out of state, runners will need to attend this ceremony to claim their bottle. If you can't attend the party because you're receiving medical aid we will find a way to get you your bottle.

Race logistics & conditions to expect

Live runner tracking

- Live runner tracking is available during the race through OpenSplitTime. Links to the tracking dashboard will be available in the weeks leading up to the race.
- People can sign up to receive SMS updates during the race on the OpenSplitTime dashboard.

Weather

Be prepared

- The weather in the Sawatch in July is volatile to say the least. Thunderstorms are almost certain, snow is always possible, and hot weather in the day is probable. Wind is a constant companion along the Continental Divide, and the nights can get very cold. Be prepared for everything. **Make sure you are prepared to be able to survive the hottest weather and the coldest weather, all in the same day!**

Monsoon season

- During July and August, the mountains of Colorado go through a monsoon cycle. In the Sawatch, this means a thunderstorm around 12 PM-3 PM is almost certain. These storms are usually of medium intensity and last about 30 minutes and will often be electric. Runners should pay extra close attention to the sky from 11 AM-5 PM and to avoid being exposed during one of these storms. We have made the cut-offs generous enough during the first 70 miles to allow runners

to wait out a typical storm. During the second day, runners will be below treeline during the storm-window. Please be aware that storms are always possible outside of the noon window, but those typically reflect larger storm cycles that should be visible in the weather forecasts.

What to expect on the average weather day

- If we have an average weather day this year, you can reasonably expect the weather to be close to the following. The temps at the start will be in the 40s. Temperatures during the day will be in the 60s at or above treeline and will be in the high 70s to mid-80s below treeline. The areas around St. Elmo, Cottonwood AS, and miles 70-100 could get into the high 80s to low 90s during the heat of the day. At night, sections below treeline will be in the 40s to low 50s. However, above treeline, temps will be in the 30s to 40s and could easily drop below freezing with wind or bad weather. Perceived temps will vary substantially with cloud cover or direct sunlight, wind levels, and moisture.

Heat at altitude

- **Heat is tough...and altitude is tough:** Put the two together and you get a potent combo. High Lonesome runners will almost certainly experience the combined effects of both, and failure to cope with them is going to doom your race. Please read the following guidelines to familiarize yourself with some heat and altitude basics.
- **Higher does not mean cooler:** A common misconception is that the higher you climb the cooler it gets. While this is true in part, the application rarely works out in a runner's favor. Temperatures will usually decrease by 3-6 degrees per 1000' gained. However, if it is sunny out, the air temperature feels 2-4 degrees warmer per 1000' gained. Plus, your body loses water faster at higher altitudes and your heart rate will be rising. The end result is that at best, it's going to be just as hard on your body at higher altitudes. At worst, it's going to be harder. Plan for harder.
- **Carry more water than you think you'll need:** Because altitude and heat can be crippling to a runner's pace, always make sure you have enough water to cover yourself if you have to hike more than you expected and are moving slower than you predicted. If it's hot, the last thing you want to do is run out of water and get dehydrated.
- **Stay hydrated:** This is a no brainer, but it's hard sometimes to put into practice. Drink to thirst, don't over or under hydrate. As you get dehydrated your heart rate will rise, your body temperature will rise, and you'll struggle to eat. In short, it's bad and it's making something already hard, way harder. Also, many of the side effects of altitude can be prevented by good hydration.
- **Get wet:** When you pass a stream in the heat of the day, stop, drench your shirt, douse your head, lay down. Do everything you can to keep your body temperature lower. At aid stations, cold water will be available to douse or sponge off with. Use it.
- **Use sunscreen:** Higher elevation means more intense UV rays and it's easy to get cooked. Be sure to have sunscreen in your drop bags or with your crew.
- **Don't forget about salt:** While the data is inconclusive regarding salt, most of us have either experienced or heard of someone benefiting from salt. We don't really recommend trying something new on race day, but if you're noticing your sweat isn't that salty, that's usually a sign you could do with some salt and electrolytes.

Required gear

Overview

Weather and conditions in the Rocky Mountains are volatile. Our required gear lists were developed to:

- (1) help ensure that runners are well equipped to endure the variable conditions that they will experience while out on the course;
- (2) enable runners who are injured or lost, to be equipped enough to affect a self-rescue to an aid station; or
- (3) allow runners—in an emergency—to survive in the elements, while stationary, long enough for SAR or first responders to arrive.

Our required gear lists were developed with input from Search and Rescue, local EMS providers, the USFS, other race directors, and our personal input.

We take runner safety and the required gear seriously, and so we expect runners to treat these requirements with respect and without flippancy. All gear will be checked at the start, Cottonwood, and Hancock. Pacers are also required to carry the appropriate gear and will be checked, so make sure they are appropriately equipped.

Base required gear list (required at all times)

- Whistle
- [SOL emergency Bivvy](#)
- Minimum 1.5L water capacity (you don't have to have it full, just have the capacity to carry 1.5L)
- Emergency light source (must be at least 10 lumens, [example](#))
- Waterproof jacket (must have taped seams)
- Collapsible cup (bottles do not count, [suggested option](#))
- ~~Mask or neck gaiter~~ **Not required for 2023**

Divide gear (from Cottonwood to Monarch)

- Pants (can be leggings, tights, running pants, waterproof pants, etc)
- Two light sources (primary source + previously carried emergency light source)
- Beanie/buff
- Extra layer (long sleeve T-shirt or greater. NO COTTON)

Mandatory gear checks

Runners

- Start line (Friday, 5:00 AM-5:45 AM)
- Cottonwood AS (mile 31, crew accessible)
- Hancock AS (mile 49, crew accessible)

Pacers

Pacers will be checked wherever they pick up their runner. So if you start at Hancock, you will get checked there but not later aid stations. Pacers without the required gear don't run, so make sure you have all the gear.

CORSAR card

- All runners (and pacers) must purchase a CORSAR card and will be required to show proof of your CORSAR card at runner check-in.
- **You do not need to carry your CORSAR card during the race, but you have to show it at packet pickup.**
- The card costs \$3 for one year, or \$12 for five years. By purchasing a card, you enable the local rescue organization to be reimbursed by the state for rescues undertaken.
- To purchase a CORSAR card visit: <https://dola.colorado.gov/sar/cardPurchase.jsf>
- CO fishing or hunting licenses do NOT count as or take the place of a CORSAR card

Additional gear considerations

- Poles may be helpful. Some runners found poles were useful, especially through the mountainous section with the snowfields.
- Merino wool is the best during the night. Consider changing to merino layers around dark.

Course markings & maps

Marking types

- Custom flagging tape (reflective)
- Metal post flags (reflective)
- 8x11 signs with written directions
- LED lights for night sections

Marking details

We take marking seriously and believe that runners rightly expect a well-marked course. However, because markings are imperfect, please familiarize yourself with the course prior to the race.

- Markings will be most heavy in the area around one mile of any turn. This is to assist in navigation and to make it more difficult for vandals to disrupt markings.
- Markings should never be more than ½ mile apart. If you've gone a while without seeing a marking, there is a good chance you've gone off course. Your best options are to either wait a while to see if another runner comes along or to return to the last marking and reevaluate. On average, we mark the race every 1/5 of a mile.

Mapping services

- The High Lonesome provides a free course map through Avenza. You can download the app and use it in airplane mode to track your location. [Click here to view the map.](#)
- Many runners like using smartphone mapping apps such as GAIA, Avenza or Caltopo while running. Generally, we believe this is a good option to have available. HOWEVER, course markings should be your first guide. Please use the maps primarily if you have not seen a course marking in over a mile.

Cutoffs and special allowances

Cutoff details

- The cutoff for the High Lonesome 100 is 37 hours. All specified cutoffs for aid stations are “time out,” not “time in.” Aid station captains are responsible for enforcing the cutoffs and will work with runners to avoid having to pull anyone. You have a grace period of +/- 30 seconds on the AS captain’s watch to account for small time discrepancies (excluding the finish line, which is exact, to the second).

Cut-off times

Aid Station	Total Mileage	Cutoff (second day)
Start	0	6:15 AM
Raspberry Gulch 1	7.3	8:30 AM
Antero	16.9	1:00 PM
St Elmo 1	25.1	3:30 PM
Cottonwood	31.3	6:00 PM
St Elmo 2	37.5	8:30 PM
Tin Cup	41.2	N/A
Hancock	49.3	1:30 AM
Lost Wonder Hut	55.7	4:00 AM
Purgatory	65.1	N/A
Monarch Pass	68.7	9:00 AM
Fooses Creek	75.7	11:00 AM
Shavano	82.2	N/A
Blank’s Cabin	84.1	2:00 PM
Raspberry Gulch 2	93.7	4:45 PM
Finish	101	7:00 PM

Returning to an aid station

- Returning to an aid station counts as abandoning the race and will result in a DNF. HOWEVER, this rule is waived if the runner is seeking shelter from severe (i.e., dangerous) weather or has gotten off course after leaving the aid station and is attempting to get back on route. Both exceptions are contingent on being within the cutoffs.

Special allowance for severe weather

- While unlikely, there may be situations that require the organizers to halt the race temporarily. Examples include: massive lightning storms, rainstorms that pose flooding hazards, emergencies that cause logistical shutdowns that are not related to the race (traffic accidents, temporary road closures, etc.) and that typically resolve quickly, but do pose significant dangers to runners, volunteers, and crews.
- If the race is temporarily stopped, cutoffs will be extended by—at a minimum—the duration of time that the race was held.

Aid stations

Aid stations overview

Aid Station	Total Mileage	Distance to next AS	Type	Cut off (Second day)	Crew	Drop bags	Elevation
Start	0	7.3	Water Only	6:15 AM	Yes	No	8,500
Raspberry Gulch 1	7.3	9.6	Basic	8:30 AM	No	No	8,900
Antero	16.9	8.2	Full	1:00 PM	No	No	11,790
St Elmo 1	25.1	6.2	Full	3:30 PM	No	Yes	10,100
Cottonwood	31.3	6.2	Full	6:00 PM	Yes*	Yes	10,250
St Elmo 2	37.5	3.7	Full	8:30 PM	No	Yes	10,100
Tin Cup	41.2	8.1	Basic	N/A	No	No	11,070
Hancock	49.3	6.4	Full	1:30 AM	Yes	Yes	11,050
Lost Wonder Hut	55.7	9.4	Full	4:00 AM	No	Yes	10,920
Purgatory	65.1	3.6	Full	N/A	No	No	11,666
Monarch Pass	68.7	7	Full	9:00 AM	Yes	Yes	11,300
Fooses Creek	75.7	6.5	Full	11:00 AM	No	Yes	9,100
Shavano	82.2	1.9	Basic	N/A	No	No	9,200
Blank's Cabin	84.1	9.6	Full	2:00 PM	Yes	Yes	9,800
Raspberry Gulch 2	93.7	7.3	Full	4:45 PM	Yes	No	8,900
Finish	101	0	Full	7:00 PM	Yes	No	8,500

*Shuttles only, \$10/person.

Aid station types

- Basic: limited food, water, and drinks. No hot food. Basic medical aid.
- Full: Full menu and medical support.

Aid stations are cupless

- To reduce waste, runners will need to carry a personal cup. Bottles (of any variety) do not count. Have you ever tried to eat soup from a Salomon bottle? The cup must be an actual, bonafide cup.

Sleeping at an aid station

- If a runner wishes to sleep at an aid station, they may do so. Please note that not all aid stations may have the most comfortable set ups. If you have to sleep, then do it. If you can possibly avoid it, do so.
- If a runner wants to check out of an aid station and sleep on the trail, they can. Please be aware that if you are chasing cutoffs and you do this that there is almost no chance you will be able to make it to the next AS. If you are sleeping near the aid station and it comes time for the sweeper to leave, then you get pulled.
- PLEASE DO NOT SLEEP OFF THE TRAIL. If you're not close to an aid station and you go off the trail to sleep, there is a much higher chance that we will think you are missing. If for some extreme reason you absolutely have to sleep, sleep right on the edge of the trail so a sweeper or another runner can find you.

Feminine products and lube

- All aid stations will have pads, tampons, 2Toms SportShield and BlisterShield single-use packets.

Aid station driving directions & maps

- Detailed driving directions are available in the Crew & Pacers Guide and driving routes are highlighted on the Avenza course map.

KEY

GF = Gluten Free

V = Vegetarian

VG = Vegan

C = Caffeinated

FOM = Full of Meat

2023 Aid Station Menu**REAL FOOD**Bacon^{GF, FOM}Cheese Quesadilla^VPizza Rolls (Hancock only)^VTaqitos (Monarch only)^{FOM}Cheese & Pepperoni Pizzas (LWH only)^VTater Tots (Blanks only)^{VG}

Pancakes (Blanks only)

Vegetable Broth^{GF, VG}Pierogis (cheese & onion)^VPBJ wraps^VNutella wraps^V

Ramen

Eggs^{GF}**SNACKS**Potato chips^{GF, V}Pretzels^VSaltine Crackers^{VG}Oreos^VChocolate Candies^V**FRESH FOODS**

Watermelon

Oranges

Bananas

Avocados

DRINKSCoke^C

Ginger Ale

Tailwind (orange flavored) - 100 cal/12 oz^CHot Tea^C

Hot Cocoa

Allergens: While we will try to minimize cross contamination, we cannot guarantee it. Peanut allergens are present at all aid stations. If you have a critical food allergy we ask that you both let us know and bring your own food. We are happy to accommodate additional drop bags for you to keep you safe. If you have questions or require more information about ingredients, please contact the operations director.

Drop bags

- Reminder: drop bags must be put in their correct piles at packet pickup before 5:30 PM. Captains will begin picking up drop bags promptly, so being late likely means your bags won't make it.
 - Drop bags are allowed at the following aid stations:
 - o St. Elmo
 - o Cottonwood
 - o Hancock
 - o Lost Wonder Hut
 - o Monarch Pass
 - o Fooses
 - o Blanks
 - Drop bags should not be excessively large (shoe-box size or two-gallon ziploc or smaller) and must have the runner's name and bib number CLEARLY labeled. Duct tape and a Sharpie work great.
 - Waterproof your drop bags!
 - Pacers are not allowed drop bags. If they need supplies, they should include them in their runner's drop bags.
 - Drop bags will be available for retrieval at the finish line. Abandoned drop bags will be kept for 14 days, then their contents will be donated or tossed.
 - After the event, drop bags may be picked up between 10:00 AM-12:00 PM on Sunday at the start/finish
-

Crews

Overview

- Crews are allowed at designated aid stations only. Any crew attempting to access a runner outside of an aid station or at a prohibited aid station will have their runner disqualified.
- At Cottonwood and Hancock, only one vehicle per runner is allowed. Runners will be issued a vehicle crew pass, which will allow them to park at aid stations with limited parking. Vehicles without a pass cannot park at aid stations with limited parking.
- Crews may not use aid station supplies and should remain out of the way of volunteer operations until their runner is present. Please bring any food, water, and equipment that you may need while waiting.

Getting around

- Directions to all aid stations are available near the end of this document.
- While all crew-accessible aid stations *can* be accessed in a 2WD vehicle if care is taken and if weather holds up (unlikely), many of the roads are better traveled in an AWD or 4WD vehicle. If you are renting a car, we'd highly recommend getting at least an AWD vehicle. Weather conditions significantly affect road quality and can make roads impassable for 2WD vehicles.
- The USFS rules allow vehicle parking (off designated routes). The vehicle must be no more than one vehicle-length off of the roadway.
- Parking marshals will be at all crew accessible aid stations to direct crews.

Crew manual

- The crew manual is available on the website.
-

Pacers

Overview

- We encourage runners to utilize pacers if they can. Pacers provide a greater level of runner safety and can help prevent the runner from making navigational errors.
- Pacers are allowed beginning at Hancock (mile 50) and may be picked up or dropped at any subsequent crew-accessible aid station.
- Runners over the age of 65 may have a pacer from the start.
- Pacers should be strong and experienced runners. If you can't easily run 20 miles in the mountains, you shouldn't be pacing.
- Muling is not allowed, so runners and pacers must be self-sufficient. We don't care if a gel gets passed around here or there, but pacers are not allowed to provide anything that was carried directly for the runner.

Rules of the road: pacers

- Pacers must wear a pacer bib and sign a waiver prior to running. Failure to do either of these could result in the disqualification of the runner.
 - Pacers must sign waivers and show proof of a CORSAR card to receive their bib. Bibs can be obtained at either packet pickup or at any pacer-accessible aid station (Hancock, Monarch Pass, Blanks, or Raspberry 2).
 - **Pacers MUST carry all required gear. No exceptions. THIS INCLUDES A CUP.**
 - Pacers may use aid station supplies, but should have their water filled and their own supplies ready when they pick up their runner initially.
 - Pacers are responsible for their own transport to and from any aid stations. Pacers dropping at aid stations without crew access will have to wait until the volunteers are leaving.
 - Pacers must check in and out of every aid station. The accepted verbiage is when your runner yells out that they are leaving, make sure you or the runner yells, "with a pacer." So basically, "Runner ## and pacer are out/in!" works beautifully.
-

Course leads and sweeps

- Leads may be sent out several hours ahead of runners to ensure that markings are still up and that there are no new hazards on the course.
 - Sweeps will leave each aid station approximately 30-60 minutes after the cutoff and begin clearing the course. Runners who are encountered after the cutoff of the next aid station will be accompanied to the next aid station. This is to ensure that runners are not lost on the course after the markings have been removed.
-

Dropping out

Process

- Find the aid station captain and notify them that you are dropping.
- Fill out the drop form (it's short and helps us make sure you're safe and taken care of after the race).
- Hand over your bib.

Getting out of the aid stations

- If you drop out, it's up to you to get back to civilization. We'll do our best to help you get back as quickly as possible but the aid station teams are busy staffing the aid stations. If you have a crew, they should be your first go-to. If you're crewless, then we will try to find another crew or person who can give you a ride back to the start. If you drop at a location without crew access, there is a good chance you'll be stuck there for a while. If a volunteer is coming in or out, we can most likely get you into their car but there are no guarantees.

Dropping for medical reasons

- If you are dropping and need urgent medical attention, we will fully assist you in getting into the care of medical professionals.

Awards

Podium awards

- There are custom awards for the top three men and women. The awards are made by Precision Peaks in Leadville and they look stunning.

Belt buckles

- Runners who finish the race within the 37-hour cutoff will receive a handmade belt buckle. The buckle is 4"x3" and is made locally by master bucklers. We don't do different buckles for different finishing times. If you finish the race, you've earned the buckle regardless of your time. For images of the belt buckles, please visit the website.
- We have special buckles for 1st, 2nd, 3rd, 4th, 5th, and 6th time finishers.

Laws Whiskey bottles

- Every runner who starts the race is given an engraved bottle of small batch, Colorado whiskey. The bottles look as good as the whiskey tastes (you can see the pictures on the website).
- Remember, you get the bottle even if you DNF.
- Whiskey bottles are given out ONLY at the awards ceremony.
- If you would prefer to not receive a bottle for any reason, please email the RD.

Age group awards & prize money

- We don't do age group pools or awards. Another thing we don't do is offer prize money. We're not opposed to it, but it's not in the budget at this time.

Rules

We're honest people, and we think that most folks are the same. Just to make sure we are all on the same page, we've written down some rules that we need everyone to follow. Anyone who breaks these rules may be disqualified from and denied future entry into the race. By starting the race, you agree to abide by all High Lonesome 100 rules, so best read them.

These rules were updated in 2018 to be clearer and to include penalties for violations. This revision was motivated by the issues encountered by the Hardrock 100 during the 2018 running. While we are not trying to be hardasses, we believe that our rules should be clear, concise, and actionable. That means we took out the "have fun" and "don't die" rules as they aren't actually rules...we also changed the wording to remove some of the humor.

1. **No course cutting or shortcuts.** All runners must run the entire course, no exceptions. Cutting switchbacks, skipping sections (accidental or intentional), getting rides, or anything that would cause you to gain an unfair advantage will be considered grounds for disqualification. Runners who realize and correct their mistake(s) within the cutoffs will not be penalized. Penalty for uncorrected course deviations: possible DQ
2. **No littering.** It's simple: don't do it. Anywhere. Not even 10 feet outside an aid station. You litter, you don't run. Penalty for littering: DQ
3. **No PEDs.** Any runner caught using performance enhancing drugs will be disqualified. Any runner who tests positive for PEDs will be denied entry. Penalty for using PEDs: DQ and lifetime ban
4. **Obey all USFS rules.** They manage the land for our race, so we follow their rules. No exceptions. Failing to do so could easily cause us to lose our permit forever. Penalty for failing to obey USFS rules: DQ
5. **Medication and medical treatment.** If you get treatment from a medical staff that involves the administration of medication or fluids via needles, then you are considered a DNF. It's okay to get basic treatment, like certain pill-based medication or caring for a sprain or cut for example, but anything that would be considered to give the runner an unfair advantage would be considered a DNF. Medical staff will do their best to inform a runner if a certain treatment could be grounds for a DNF, however their priority is providing care. If you're in rough enough shape that the med staff are treating you as an emergency, you're probably not going to get to keep going anyways.
6. **Obey race staff orders.** If the RD, an aid station captain or vice-captain, race committee member, or medical volunteer give you an order, failing to comply is grounds for disqualification. Aid station captains have the authority to act on the behalf of the RD if he is not available. Penalty for not obeying a race staff order: DQ
7. **Failing to carry the required gear.** We get it, carrying a lot of stuff isn't great. That's why our list is small, but it's also absolutely required. Please don't try and save a few ounces by cutting corners here. The weather is incredibly volatile in the Sawatch in July, and these small pieces of gear could very well end up saving your life. The specific list will be included in each year's Runner Guide, but will generally include a minimum water-carrying capacity, extra food,

emergency blanket, whistle, and, for night sections, a backup light source and additional layers. Runners must carry the required gear from the start to the finish. Dumping, stashing, or muling required gear is not allowed. Penalty for failing to carry the required gear for the duration of the race: DQ

8. **No receiving aid outside of aid stations.** We've got great aid stations. They are thoroughly stocked and staffed with everything you need. Any aid you receive from your crew needs to be at an aid station. No stashing gear on route and no muling. Racers may assist other racers without any penalty. You may not use your pacer to carry your gear, food, or water. Aid includes but is not limited to the following list: receiving food, water, drinks, gear, or physical assistance of any kind. Penalty for receiving aid outside an aid station (with the exception of from another racer): DQ
9. **Dogs.** We love dogs, but no dog is allowed within 100 feet of any aid station (including the finish). Even if your dog is outside of the 100-foot mark from an aid station, barking, aggressive, or otherwise disruptive dogs may result in their human(s) being kicked out of an aid station. No dogs off-leash (EVER). No unattended dogs. Runners are not allowed to run with dogs. Like we said, we love dogs, but this isn't a good race for them...best to hire a dog-sitter.
10. **No getting into vehicles.** During the race, runners are not allowed to enter a vehicle. Doing so allows an unfair advantage to runners with crews. Penalty for entering a vehicle: DQ
11. **Impeding another runner.** Common, don't do it. Penalty for impeding another runner: possible DQ
12. **Not checking in or out of an aid station.** We need to know where you are over the course of 100 miles, so you must check in and out of each aid station. It's okay to yell if it's loud; don't be shy. It's your responsibility to make sure the staff confirm that they heard you. Penalty for failing to check in or out of an aid station: possible DQ
13. **Failing a medical evaluation.** If you avoid or fail a medical evaluation, you are disqualified. No questions asked. We really trust our med staff, and so should you.
14. **Bury your s**t.** More specifically, please follow all USFS and LNT guidelines about proper human waste disposal. Not doing so is bad for the environment, bad for other runners, and bad for your race...because we'll disqualify you. LNT is important, and if you don't believe us, check out the next rule. Penalty for failing to dispose of human waste correctly: DQ
15. **Leave No Trace.** Don't leave a trace. Run through mud, stay on the trail, don't litter, bury your poop, and help us preserve the quality of our wild areas. Penalty for failing to follow LNT guidelines: possible DQ
16. **Respect private properties.** Certain areas go near private property (mostly around St Elmo). Runners and crews should not trespass or impede the owners of any private property. Crews that knowingly disregard this rule will cause their runner to be disqualified. My guess is the runner would be pretty upset at their crew if that happened, so best not to do it. Penalty for impeding or entering private property: possible DQ

17. **Don't run as a bandit.** Look, we know our race is cool, and that you want to run it but please don't run it bandit-style. We will find out and you will be pulled. Penalty for running as bandit: banned from race for life.
18. **The race director has final say.** During the race, the RD has final say on any issues that may arise, including issues not specifically listed as an official rule.
19. **The race director has the authority to make exceptions to any aspect of this race** as deemed necessary or beneficial to the overall health of the event.

Course details

Overview and stats

- The course is 101 miles, has 23,500' of climbing, has a high point of 13,100', and an average elevation of 10,425'. The course goes over Antero-White pass, Laws Pass (twice), Alpine Tunnel Pass, Chalk Creek Pass, and Monarch Pass. The course is 67% singletrack, 26% mining roads, 3% gravel roads, and 4% paved.

AS Elevations

Section	Distance	Gain	Loss	High	Low	Average
Start - Raspberry 1	7.3	1,365	1,017	9,320	8,198	8,665
Raspberry 1 - Antero	9.6	4,407	1,595	13,100	8,890	11,144
Antero - St Elmo 1	8.2	948	2,560	11,714	9,363	10,090
St Elmo 1 - Cottonwood	6.2	2,280	2,121	12,303	10,078	11,152
Cottonwood - St Elmo 2	6.2	2,121	2,280	12,303	10,078	11,152
St Elmo 2 - Tin Cup	3.7	997	23	11,076	10,102	10,596
Tin Cup - Hancock	8.1	1,614	1,641	12,315	11,045	11,633
Hancock - Lost Wonder Hut	6.4	1,402	1,556	12,146	10,795	11,401
Lost Wonder Hut - Purgatory	9.4	2,722	1,945	12,553	10,415	11,505
Purgatory - Monarch	3.6	558	975	11,806	11,256	11,520
Monarch - Fooses	7	623	2,907	11,796	8,967	10,248
Fooses - Shavano	6.5	1,314	1,089	9,760	8,808	9,322
Shavano - Blanks	1.9	733	171	9,832	9,192	9,642
Blanks - Raspberry 2	9.6	1,408	2,257	10,171	8,888	9,661
Raspberry 2 - Finish	7.3	1,017	1,365	9,320	8,198	8,665
TOTALS	101	23,509	23,502	13,100	8,198	10,426

Course description and turn-by-turn directions

- **Section 1: Start to Raspberry Gulch**
 - o The race begins in a large field off CR 321. Leave the field and turn south on CR 321, heading downhill until it intersects CR 162. Turn right (west) and continue until you meet CR 290. Turn left onto 290 and continue for about 1.1 miles to where the Colorado Trail (TR 1776) crosses the road. Turn left (south) onto the singletrack. There is an 800'

climb before the trail levels out and rolls gradually. Stay on the singletrack until you reach Raspberry 1 Aid Station.

- **Section 2: Raspberry Gulch to Antero**

- From the AS, continue on the Colorado Trail singletrack for two miles as it meanders through a meadow and then begins to climb steadily (you will go through a small gate around the beginning of the climb). Around two miles, turn right (west) onto the Little Browns Creek Trail (TR 1430). This marks the start of the big climb, up to the high point of the race: the large, broad saddle between Mount White (13,667') and Mount Antero (14,269'). This climb is long and remote, so buckle down for the roughly five-mile/5,000' grind. At the top, you're greeted with incredible views of the Sawatch. As the saddle and surrounding slopes are actively mined for aquamarine, there are many mining roads. Officially, the trail merges into FS 278B. Your goal is to get to the west side of the saddle where Upper Browns Road/CR 278 descends towards Baldwin Gulch. The road is large and obvious with MASSIVE switchbacks, so you shouldn't miss it. Just make sure you're taking the road to the northwest, and not traveling South on 278 towards (non-little) Browns Creek Trail (TR 1429). Descend northwards on 278 until you reach the Antero AS near the treeline.

- **Section 3: Antero to St. Elmo**

- Continue down CR 278, cross both upper and lower Baldwin Creeks until you get to CR 277. It will be immediately after your second and largest creek crossing, and you want to turn right (north) and continue descending all the way to CR 162. This is a big descent, and it's a good idea to take it easy. Don't get suckered into bombing it or you'll almost certainly ruin your chances of finishing the race. **Turn right onto CR1612** (east, and there should be a Chaffee County Sheriff) and **go for about 100 yards before turning left onto CR 292 towards the town of Alpine**. Cross the bridge and stay left as the road begins to turn west around Alpine Lake. This road eventually meets back up with CR 162 at the town of St. Elmo. Merge with Main Street (westwardly) and run into the town. Once on Main Street, don't miss the right turn onto the bridge. It's still CR 162 but it's not signed very well in town. Cross the creek and turn left (west) onto Gunnison Road/CR 267/Tin Cup Pass Road. Go up about 0.25 miles before turning right (north-east) into the Poplar Gulch Trailhead and the St. Elmo AS. Don't miss the turn or you'll head up towards Tin Cup without doing the out-and-back.

- **Section 4: Poplar Gulch/Cottonwood out-and-back**

- Welcome to the first crux of the race! From the AS, run all the way to Cottonwood...there are no junctions! The trail begins as a steep, sandy, and hot climb for 1000' feet. Eventually it begins to level out and you enter a gorgeous alpine basin. This is one of the most scenic places on the course, and the singletrack is delightful. The trail runs steadily uphill until you finally exit the treeline. Only a few switchbacks remain before reaching the top of Laws Pass. Be sure to look around here; it's stunning. To the north is the Collegiate Peaks Wilderness and the fourteeners Yale, Harvard, and Columbia dominate the skyline. Look to the south and you can see almost the entire course. A careful eye can find the Hancock AS. Once you've enjoyed the views, begin the descent down to Cottonwood Creek via the Green Timber drainage. It's pretty technical, rutted, rocky and hot, so run carefully. The downhill is over quickly, and you reach the

AS right after crossing the creek on a nice bridge. Fuel up, and most importantly, drink up. The return voyage is going to be hot. You're also going to pick up your divide gear here. Plan on hiking the climb back up. For some reason the descent back to St. Elmo always seems a little harder than it really should be. Stay focused on just moving easily and steadily. This is the hottest part of the day; you still should be moving conservatively. Also, this trail allows for dirt bikes, so please be courteous and share the trail. **For racers, uphill has the right of way.**

- **Section 5: St Elmo to Tin Cup to Hancock**

- From the St. Elmo AS, return to CR 267 and continue westward for several miles as the road climbs. It's a fairly rocky road and popular with motorists so there is a chance it will be a bit dusty. It's around 3.7 miles and 1000' vert. This is a good place to try and run if you've been pacing yourself appropriately, or walk and try to recoup some energy if you haven't. Around the 3.5-mile mark, the Continental Divide Trail (TR 1439) crosses the road, and there is the small but mighty Tin Cup Aid Station. Up next is your second crux! Most runners struggle here more than anywhere else. Eat, drink, and keep moving forward! From Tin Cup it's 7.7 miles to Hancock, and the trail stays rather high in elevation. While there aren't any big climbs in this section, it's high enough and far enough into the race that you might be walking more than you want. So, with that in mind, make sure you've got the water left to get to Hancock. From the aid station, turn south onto the CDT and follow the trail as it meanders up, down, and around the base of Continental Divide. It's gorgeous, and it's fun singletrack. About 4.5 miles past Tin Cup AS, you'll reach a junction at the Alpine Tunnel. While it's a cool piece of history, **don't drop down into the ghost town. Stay on the east side of the Divide** and continue on the CDT. Eventually the trail turns into an old railroad grade (CR 298) and it's fantastic, easy running down into the Hancock AS. When you hit a parking area turn right (south) on FS 295 and go about 100 yards up to the aid station. Congrats on making it halfway! You can pick up pacers at this point and your divide gear will be checked again.

- **Section 6: Hancock to Lost Wonder Hut**

- Leave the aid station heading south on FS 295. There are signs for Hancock Lake TH and you'll pass some old mines until you reach the upper TH for the lake. Take the singletrack (still heading south) up and over Chalk Creek Pass. The pass is a quick up and down, and either side of it is fairly moderate singletrack. Having legs left to run this section is a good goal. From Chalk Creek Pass, there is a long and gradual descent into the Middle Fork drainage. Eventually you'll reach a small spur to a trailhead on FS 230, but stay on the main singletrack. Shortly before the aid station, you'll pass through a large boulder field which deposits you on a gravel road (FS 230). TURN RIGHT and head uphill for 1/3 of a mile to the beautiful ski hut.

- **Section 7: Lost Wonder Hut to Purgatory to Monarch Pass**

- Welcome to the third and biggest crux of the race! The previous section is comparatively easy overall, but now you're going to have to work for it in earnest. This section is tricky for numerous reasons. It's the longest alpine section in the race; it's at night; it's notoriously windy; it's over nine miles to the next aid station, and it feels uphill the whole way. The best advice we can give you is pack extra food, water, batteries, and layers. Try and run it with someone. Grind through it. If you make it through this then

the race is yours: after this section you'll pretty much be below tree line for the remainder of the race. This ridge is where the race got its name. It's high and it's lonesome, so take it all in.

- From the Lost Wonder Hut Aid Station, run back down the road for 0.4 miles, then turn left onto the CDT singletrack (the turn is about 100 past where you first hit the road). The trail climbs up and crisscrosses some old roads, but stay on the singletrack all the way. It eventually starts to descend and you will cross CR 230 for the last time and drop into the Boss Lake Trailhead. Take the singletrack and cross a bridge. Here begins the three-mile, roughly 2,500' climb to the Continental Divide. The first half-mile is a steep grind, but it eases after you pass Boss Lake. Around Boss lake there are some social trails; pay attention to the markings and you will be fine. Climb the long climb to the shoulder of Bald Mountain and follow the divide for a long time. It's a breathtaking section, but it's almost certainly going to be in the dark for you. The trail winds gently up and down through this section. Keep running until you reach the Monarch Ski Area and Purgatory Aid Station.
- At Purgatory, the trail turns to a dirt road. Follow the road as it winds along the top of the ski area. This can be a tricky area as there are lots of ski roads, but follow the markings and you will be fine. Eventually you'll hit OLD Monarch pass where you pick up the singletrack again. The singletrack stops right at Highway 50, where there will be a marshal to usher you across to the AS. Congratulations, you've just passed the last major hurdle in the race!
- **Section 8: Monarch Pass to Fooses Creek**
 - From the AS, take FR 906 south as it climbs about 300'. Join the ridge where the CDT/Monarch Crest Trail, NFSR 906, and CR 225 all merge. Descend for around six miles and 3,000' until you reach the AS near the little reservoir.
- **Section 9: Fooses Creek to Blanks Cabin**
 - From the AS, continue down CR 225 (now also the Colorado Trail) until it intersects with Highway 50 where a course marshal will get you safely across. Take the singletrack (Colorado Trail/1776) that is about 30 yards to the left (west) of where you reach Highway 50. You'll stay on the trail as it climbs steadily, before leveling off and rolling its way to Blanks Cabin. A few miles into the singletrack you will go through a large campground (Angel of Shavano CG) and the Shavano AS. Shavano is mostly a comms check point with some supplies, so plan on cruising through to Blanks. This section of trail is beautiful and treats runners to long stands of pine and aspen, green meadows, wildflowers, and excellent views of the Arkansas River Valley and the Sawatch. Be wary though, because it is so much lower in elevation, it can get quite hot. Continue through the AS and go up a small climb. Continue for a few more miles before hitting FS 254. Turn right onto the road (DON'T FOLLOW THE SINGLETRACK) and go about 300 yards into a large field where the aid station and crew parking is.
- **Section 10: Blanks Cabin to Raspberry Gulch**
 - Leave the aid station by heading north on FS 254 and head to the Shavano Peak Trailhead. There is a restroom here and the singletrack leaves the parking lot right next to the restroom. Go about 200 yards before intersecting the Colorado Trail and turn right to go north. Not long after you get on the Colorado Trail you'll pass a signed

junction with a trail to your left for Mt. Shavano. Stay straight on the CT. You won't leave the CT for a while, so just stay on the trail until you get close to the AS. You'll pass junctions for Wagon Tongue, Browns Creek, Little Browns Creek (what you went up on the way out), and a few random (and very old) USFS roads. Stay on the CT until you reach the AS. This section rolls and is harder than the elevation profile makes it seem. Again, this section can get very hot and the rolling hills can slow you down so bring extra water.

- **Section 11: Raspberry Gulch to the Finish**
 - o You've already run this section, so see the section one directions and reverse them. The quick version is that you run north on the CT until it intersects CR 290. Take 290 to CR 162 and follow it until you reach CR 321, where you turn left (north). Get past the 400' climb before the road levels out and runs you to the finish line. Congratulations on finishing the High Lonesome 100!

Planning your trip

Travel and accommodations

- We recommend that runners plan on arriving on Wednesday or early Thursday. Don't plan on flying out early on Sunday morning, as you'll need at least five hours to get back, return a car, and get through security (DIA has notoriously long security lines). An afternoon/evening flight on Sunday or a Monday flight are your best options.
- The closest large airport is Denver International Airport. There are smaller, regional airports, but flights are limited and expensive. From DIA it's approximately a three-hour drive to Buena Vista and three-and-a-half hours to Salida.
- For lodging, please visit the website for a list of camping, hotels, and other lodging options.

Supplies

- Buena Vista and Salida are both small towns, but they have plenty of gas stations, restaurants, and amenities. They each have grocery stores and a gear shop, but only Salida has a specialty running store (7000 Feet Running Company). While we love people supporting local stores, please come prepared with anything that you absolutely need for your race. We can't guarantee that you'll be able to get specialty items in either town.

Dining and leisure

- Salida and Buena Vista both have many excellent dining options. Breweries, cafés, diners, restaurants, and bars are readily available in both towns. Poncha Springs, while smaller, also has some excellent options. Within an hour's drive you can also check out Leadville, Fairplay, and Gunnison.
- The Arkansas River Valley is known for its world class river sports. Rafting, kayaking, and fishing are great ways to enjoy the valley.

- Other fun things to do in the area are visiting some of the hot springs, mountain biking, visiting a local brewery or distillery, jeep tours, visiting a ghost town, hiking, or try running 100 miles.
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Miscellaneous

Photography

- Mile 90 Photography is the official photographer of the High Lonesome 100. They are fantastic folks who specialize in photographing ultramarathons and we are so stoked to have them join us! Their photographs are available for free to all runners around Wednesday after the the race finish. We encourage runners, pacers, crews, and spectators to take plenty of pictures of their own on race day. We'd love to see them, so please post them to social media or send us an email with your favorites.
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Professional photographers and videographers

- We love having our race documented, but any photographer wishing to take photographs of the High Lonesome 100 for anything other than personal use must contact the RD to obtain a photography permit. As part of our permit with the USFS, we follow certain guidelines for imagery and must insist that this process be followed. We love pictures and videos, but we need to follow the rules to make sure things are done correctly. The High Lonesome 100 reserves all rights and ownership over any professional imagery of the race. Any photographer taking pictures for commercial use must either obtain their own USFS permit or receive a permit from the High Lonesome 100.
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Press

- We love having our race reported on and will do our best to work with anyone from the media. All members of the press must contact the RD to obtain credentials. This will provide you with the ability to park in areas normally off limits to non-runners and crews.
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Drones

- We think drone shots are awesome, but we don't want whirling blades of death above our runners. Only with the express permission of the RD may a drone be operated around any part of the course, volunteers, runners, or other event operations. If you have a drone, and really, really want to use it, email the RD and we'll see what can be worked out.
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Endangered Species

Special requirements

- The High Lonesome 100 course runs through the habitat of the boreal toad, an endangered species. This toad is a resident of high alpine lakes and used to inhabit most of the Sawatch

Range. However, due to the spread of the chytrid fungus, the toads are being wiped out. In order to protect the remaining toad habitat, the US Forest Service requires us to disinfect footwear to prevent the spread of the fungus.

Disinfecting process

- Runners and pacers will be required to spray down and scrub their footwear at packet pickup, and after they finish the race. The “toad bath” is a chemical solution that kills several fungi and viruses that are invasive and pose a threat to the habitat and fauna. The process is simple and quick.
- For further reading about the boreal toad, the diseases threatening the area, and what you can do to prevent it, please visit the website.

Disinfection for pacers

- If a pacer can attend packet pickup, then they should wash their shoes. If they cannot attend packet pickup, then they can give their shoes to their runner to disinfect. If neither of the previous options work, pacers should attempt to go to the start/finish area and disinfect their shoes. If this is also not possible, then pacers should return to the start/finish area after they are done pacing and disinfect their shoes.

Revision History

4/27/23

- Original version published

7/12/23

- Removed mask requirement in gear list
- Corrected references to old 36-hour cutoff to new, 37-hour cutoff
- Add “buff” to divide gear to read “beanie/buff”