



HIGH **LONESOME** 100

ENDURANCE RUN

2018 Runners Guide

Welcome	5
Contact us	5
Directions to the Start/Finish area.....	5
From Salida	5
From Buena Vista.....	5
GPS Coordinates for Start/Finish area	5
2018 Schedule of events:.....	5
Monday July 30 – Wednesday August 1:	5
Thursday, August 2:	5
Friday, August 3:	5
Saturday, August 4:.....	6
Event Details	6
Packet pickup details:	6
What to bring to packet pickup	6
Mandatory Pre-race briefing:	6
Race day runner check-in:.....	6
Race Start:.....	6
Race Finish:	7
Award Ceremony and party:.....	7
Required Gear:	7
Overview	7
Gear list.....	7
Additional gear for night sections, check is at Hancock	7
Recommended gear.....	7
COSAR Card:.....	8
Cut-offs and Special Allowances	8
Cut-off details:	8
Cut off times:.....	8
Returning to an Aid Station:.....	9
Special allowance for severe weather:	9
Aid Stations	9
Aid Station types:.....	9

Aid Station details:	9
Aid Stations are cupless	10
Aid Station Directions	10
Sleeping at an Aid Station	10
Aid station menu.....	10
Menu notes:.....	10
Vegetarian/Vegan/Gluten free	11
Endangered Species	11
Special requirements	11
Disinfecting Process	11
Parking	11
Drop bags	11
Crews.....	12
Pacers.....	12
Course Markings	13
Marking types	13
Marking details	13
Mapping Services	13
Weather	13
Be Prepared	13
Monsoon Season.....	13
What to expect on the average weather day	13
Heat at Altitude.....	14
Dropping out.....	14
Process	14
Getting out of the Aid Stations:	14
Dropping for medical reasons:.....	14
Course leads and sweeps.....	15
Trail Work.....	15
Travel and Accommodation	15
Supplies	15
Dining and leisure	16
Awards	16

Podium Awards	16
Belt Buckles	16
Laws Whiskey Bottles	16
Age Group awards.....	16
Prize money	16
Rules.....	16
Course Details	18
Overview and stats	18
AS Elevations.....	18
Directions	19
Photography.....	21
Professional Photographers and Videographers	22
Press.....	22
Drones.....	22
Runner tracking.....	22
.....	22
General Info	22
Overview:	22
How to be a successful crew:.....	22
Crew rules	23
Specific Details for each aid station.....	23
Driving Directions.....	24
Directions from the Start to Raspberry 1 – 15-minute drive time.....	24
Raspberry 1 to Cottonwood – 1-hour drive time.....	24
Cottonwood to Hancock – 1.5-hour drive time	24
Hancock to Monarch Pass – 1.75-hour drive time.....	25
Monarch Pass to Blanks Cabin – 1-hour drive time	25
Blanks Cabin to Raspberry Gulch 2	25
Raspberry Gulch 2 to Finish – 15-minute drive time	25
.....	25
Revision History	25
5/15/18	25

7/9/18 25

Welcome

Hello! Welcome to the 2018 Runners Manual for the High Lonesome 100! This document, in conjunction with the website, should provide all the information you need to plan for your race. This document contains details that may be updated or changed in the leadup to the race. 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 second running!

Contact us

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

Mail can be sent to PO Box 647, 619 12th Street, Golden CO 80402-647

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

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 St and US 24. It's the main stoplight in town. Go west on Main St 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

- 38.740282, -106.161237
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2018 Schedule of events:

Monday July 30 – Wednesday August 1:

- 9:00am – 6:00pm: Early packet pickup available at 7000 Feet Running Company. You will still have to come to packet pickup on Thursday to complete toad bath, drop of drop bags, and complete any additional medical screenings.

Thursday, August 2:

- 12:00pm – 6:00pm: Packet pickup at Salida High School located at 26 Jones Avenue.
- 6:00pm – 7:00pm: Pre-race briefing (mandatory) at the Salida High School Auditorium located at 26 Jones Avenue.

Friday, August 3:

- 5:00am – 5:45am: Runner check-in/gear check

Last updated 7/9/2018

- 6:00am: Race start

Saturday, August 4:

- 6:00pm: Race ends
 - 6:30pm – 10:00pm: Awards ceremony, celebrations, food, and drink
-

Event Details

Packet pickup details:

- All runners will need to pick up their bibs, sign final waivers, register pacers, verify their COSAR card, and record medical data between 12:00pm and 6:00pm on Thursday. In the event of delays, packets may be picked up immediately after the pre-race briefing. Please bring a photo ID for packet pickup.
- Runners will also have to have their shoes treated with a chemical solution to sterilize them prior to getting their bib. See section below regarding endangered species. Specific details will be provided via email closer to the race date.

What to bring to packet pickup

- Yourself
- Photo ID (to prove it's you)
- Running shoes (for the toad bath)
- Your pacers (to sign waivers)
- Your pacers' shoes (for the toad bath)
- Drop bags
- Your COSAR Card (No card, no bib)
- Your pacers' COSAR card (No cards, no pacers)

Mandatory Pre-race briefing:

- This is a **mandatory meeting**, and runners will be required to sign in. Failure to make this meeting means you don't run...so plan accordingly.
- This meeting will go over a wide array of details. Since we are still a young race, much of what we discuss will be of direct importance to the runners and their crews. We highly recommend that anyone pacing or crewing also be in attendance.
- The meeting is at the Salida High School Auditorium. The address is 26 Jones Ave, Salida CO 81201. Follow the signs and crowds.

Race day runner check-in:

- Runners will be required to check (with their bib numbers) 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 the gear.
- Runners will also have to have their shoes treated with a chemical solution to sterilize them prior to the start if they did not do so at packet pickup. See section below regarding endangered species.
- 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.

Race Start:

- The race will begin at 6:00am. Runners who for whatever reason are late may leave the start prior to 6:15am and still compete. After 6:15am, no runners will be allowed to start the race.

Race Finish:

- The race finishes exactly at 6:00pm on August 4th. This is a 36-hour cut off. Runners who leave the last check point ahead of the cut off time but fail to finish prior to 6:00pm will not be given a finish.
- Runners will be given their belt buckles as they cross the finish line, but whiskey bottles will be handed out at the awards ceremony.

Award Ceremony and party:

- Around 6:30pm we will present place awards and the whiskey bottles.
 - After the awards, there will be a casual campfire (fire ban dependent) and informal party for those wishing to stay and celebrate the occasion. This is a great chance for volunteers, runners, crews, and the race team to mingle and soak in the atmosphere. We are working to have food trucks, cocktails, and beer for everyone...county permit depending. Otherwise we will have an informal BBQ with BYOB (or whiskey).
 - 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. However, since it is a 100-mile race and some folks might not be in the greatest shape, you can claim your award the next day if needed. Please be sure to discuss with the RD or CD (course director) after your finish to make the appropriate plans.
-

Required Gear:

Overview

- This race is in the Rocky Mountains, and as all of you should know, weather and conditions are volatile. Our gear lists are a result of input from Search and Rescue, local EMS providers, the USFS, other race directors, and our personal input. The purpose of the gear is twofold. First, to make sure that runners are prepared to endure the multitude of changes that our course will throw at them. Secondly, to allow them – in an emergency – to survive in the elements long enough for SAR or first responders to arrive. We take this seriously, and so we expect runners to treat these requirements with respect and without flippancy. All gear will be checked at the start and at Hancock (the halfway point). Pacers are also checked, so make sure they know this list too.

Gear list

- Whistle
- Emergency space blanket
- Minimum 2L water capacity (you don't have to have it full, just have the capacity to carry 2L)
- Emergency light source (keychain LED is fine, must be at least 10 lumens)
- Waterproof jacket (taped seams required), water resistant is not acceptable
- Collapsible cup (bottles not accepted)
- COSAR card (see subsection)

Additional gear for night sections, check is at Hancock

- Two light sources (primary source + emergency source)
- Gloves
- Buff/Beanie (both would be a good choice)
- Extra layer (long sleeve T-shirt or greater. NO COTTON.)

Recommended gear

- Based on the experiences of runners in our first year, we have some additional gear recommendations

- PANTS! Specifically pants for the section from LWH to Monarch Pass. If there is any wind or moisture, it's insanely cold.
- Poles are good. A lot of runners found poles were very useful, especially through the mountainous section.
- Merino wool is the best during the night. Consider changing to merino layers around dark.

COSAR Card:

- All runners (and pacers) must purchase a COSAR card. The card is \$3 for one year, or \$12 for 5 years. This card is not insurance but will cover a portion of the costs in the event of a search. By Colorado law, individuals are responsible for the costs of a search. By purchasing a card, you enable the local organization to be reimbursed by the state. You will be required to show proof of your COSAR card at runner check-in. The purchase process only takes a few minutes. Please visit the link below to purchase a card.
- You don't need to carry it during the race, but you have to show it **at packet pickup**.
- <https://dola.colorado.gov/sar/orderInstructions.jsf>

Cut-offs and Special Allowances

Cut-off details:

- The cut-off for the High Lonesome 100 is 36 hours. All specified cut-offs for aid stations is "time out", not "time in". Aid station captains are responsible for enforcing the cut offs 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	Cut off (second day)
Start	0	6:15 AM
Raspberry Gulch 1	7.4	8:00 AM
Antero	16.9	1:00 PM
St Elmo 1	25.2	3:30 PM
Cottonwood	31.2	6:00 PM
St Elmo 2	37.2	8:30 PM
Tin Cup	40.8	N/A
Hancock	48.6	1:30 AM
Lost Wonder Hut	54.8	4:00 AM
Purgatory	64	N/A
Monarch Pass	67.8	9:00 AM
Fosse Creek	74.5	11:00 AM
Blank's Cabin	82.9	2:00 PM
Raspberry Gulch 2	91.8	4:45 PM
Finish	99.2	6:00 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 points are contingent on being within the cutoffs. The reason for not allowing returns is that it significantly complicates tracking runners, but we also don't want to punish runners for things out of their control. If circumstances are conflicting, a decision will be made by the RD and the runner agrees to accept this decision without reservation. If the RD is not available, then the Aid Station Captain will make the decision and the RD will support the decision.

Special allowance for severe weather:

- While highly unlikely, there may be situations that require the organizers to halt the race temporarily. Situations such as: massive lightning storms, rain storms that pose flooding hazards, emergencies that cause logistical shut downs 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 a situation arises that may result in the race being stopped, rather than stopping the race immediately, the Race Director may choose to pause the race and extend the cut offs by up to an additional two hours. If, after the two hours, the situation is still unsafe for the event to continue, the race will be stopped permanently. This rule is in place to try and salvage the race in the face of circumstances that might require the organizers to cancel. This is not a rule for runners to count on to avoid the cut offs. The likelihood that this rule will be used is extraordinarily small.

Aid Stations

Aid Station types:

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

Aid Station details:

Aid Station	Total Mileage	Distance to next AS	Type	Cut off (Second day)	Crew	Drop bags
Start	0	7.4	Water Only	6:15 AM	Yes	No
Raspberry Gulch 1	7.4	9.5	Basic	8:00 AM	Yes	No
Antero	16.9	8.3	Full	1:00 PM	No	No
St Elmo 1	25.2	6	Full	3:30 PM	No	Yes
Cottonwood	31.2	6	Full	6:00 PM	Yes	Yes
St Elmo 2	37.2	3.6	Full	8:30 PM	No	Yes
Tin Cup	40.8	7.8	Basic	N/A	No	No
Hancock	48.6	6.2	Full	1:30 AM	Yes	Yes
Lost Wonder Hut	54.8	9.2	Full	4:00 AM	No	Yes
Purgatory	64	3.8	Basic	N/A	No	No
Monarch Pass	67.8	6.7	Full	9:00 AM	Yes	Yes
Fooses Creek	74.5	8.4	Full	11:00 AM	No	Yes
Blank's Cabin	82.9	8.9	Full	2:00 PM	Yes	Yes
Raspberry Gulch 2	91.8	7.4	Full	4:45 PM	Yes	No
Finish	99.2	0	Full	6:00 PM	Yes	No

Aid Stations are cupless

- To reduce waste, runners will need to carry a personal cup. Sea to Summit makes a great, lightweight option. A limited number of reusable bowls and plates may be available for food.
- **COLLAPSIBLE BOTTLES DO NOT COUNT, YOU MUST CARRY AN ACTUAL CUP.**

Aid Station Directions

- Detailed driving directions are available at the end of this document.

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. Runners may sleep in a vehicle, but it may not be running (see rule 11).
- 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 cut offs 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 sweep 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 sweep or another runner can find you.

Aid station menu

Real Food	Drinks	Snacks	Fruit	Sport Foods
Bacon (Select Aid Stations)	Coke	Lays regular potato chips	Watermelon	Honey Stinger Gels
Cheese Quesadillas	Ginger Ale	Pretzels	Oranges	Honey Stinger Chews
Veggie broth	Tailwind	Oreos	Bananas	Honey Stinger Waffles
Pierogis	Hot cocoa	Mini candy bars	Avocados (Select Aid Stations)	Sports bars (tentative)
Ramen noodles	Instant coffee			
PBJ wraps	Hot tea			
Nutella wraps				
Breakfast burritos (Select Aid Stations)				

Menu notes:

- Foods noted as available at "select aid stations" will be available only during the food's normal time of consumption. So, breakfast burritos will be available at aid stations where runners are coming through around breakfast, whereas cheese quesadillas will be available at aid stations around lunch/dinner time, and so forth.
- Drinks:
 - o Tailwind will be Mandarin Orange Flavor.
 - o Coke and Ginger Ale will all be regular (not diet or caffeine free variations).

- Gels:
 - o Honey Stinger gels will be assorted flavors, and varieties will be based on their popularity levels. Meaning that we'll have more gels of the most popular flavors, and fewer gels of the less popular flavors.
- Chews and Waffles
 - o A LIMITED number of these will be available, about enough for each person to take one...so if you're plan is to pound these like they are going out of style, bring your own.

Vegetarian/Vegan/Gluten free

- o We will provide numerous options that are vegetarian friendly.
- o Some of our options are vegan, but we don't provide a lot of options so please plan accordingly (i.e., drop bags). If you still can't make things work with a drop bag, please email the RD to see if something can be arranged.
- o Gluten free options are available, but they are prepared in the same area as regular foods, so their purity cannot be guaranteed.

Endangered Species

Special requirements

- The High Lonesome 100's 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 Cyrtid 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 funguses and viruses that are invasive and pose a threat to the habitat and fauna. The process is simple and fairly 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.

Parking

- The USFS will impose strict parking requirements at several Aid Stations based upon environmental considerations. Exact information will be included in the crew/pacer directions document and at the pre-race briefing.

Drop bags

- 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 be not be excessively large (shoe box size or gallon zip lock or smaller) and must have the runner name and bib number CLEARLY labeled. Duct tape and a Sharpie work great.
 - Drop bags must be put into the correct piles at the Packet Pick up or Pre-Race Briefing.
 - Pacers are not allowed drop bags. If they need supplies, put it in the runners drop bags
 - Drop bags will be available at the finish line. Left drop bags will be kept for 2 months, then their contents will be donated or tossed.
 - After the event, drop bags may be picked up late Saturday or Sunday morning.
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Crews

- 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.
 - Only 1 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.
 - Directions to all aid stations are available near the end of this document.
 - All crew aid stations are accessible (in normal conditions) in a 2WD vehicle if care is taken. 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. PLEASE NOTE: WEATHER CONDITIONS GREATLY AFFECT THE ROAD QUALITY. 2WD IS NOT RECOMMENDED.
 - 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.
-

Pacers

- We highly 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 need to sign a waiver and show proof of a COSAR card to receive a pacer bib.
 - Pacers are allowed at Hancock and may be picked up or dropped at any crew accessible aid station.
 - Pacers may use aid station supplies, but please have your water filled and your own supplies ready when you pick up your runner.
 - **Pacers MUST carry all required gear. No exceptions. THIS INCLUDES A CUP.**
 - 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.
 - 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 should be strong and experienced runners. If you can't easily run 20 miles in the mountains, you shouldn't be pacing.
 - 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 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.
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Course Markings

Marking types

- Custom red flagging tape (reflective)
- Metal post flags (reflective)
- 8x11 signs with written directions
- Traffic cones with attached signs

Marking details

- Markings will be most heavy around 1 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 ¼ 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.
- 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.

Mapping Services

- Many runners like using smartphone mapping apps such as GAIA 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.
 - Due to constant changes in trails, maps, and surveying, online maps may not be 100% accurate. This applies to maps and GPX files provided by the race. Course markings will likely be accurate, but in the event they are vandalized, having a smartphone app will be useful. Just use them as a backup.
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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 12pm-2pm is almost certain. These storms are usually of medium intensity and last about 30 minutes and will often be electric. Runners should play extra-close attention to the sky from 11am-3pm and to avoid being above tree line 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 tree line 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 low-to-mid 40's. Temperatures during the day will be in the 60's at-or-above tree line and will be in the high-70's to mid-80's below tree line. The areas around St. Elmo, Cottonwood AS, and miles 70-100 could get into the high-80's to low-90's during the heat of the

day. At night, sections below tree line will be in the 40's to low 50's. However, above tree line, temps will be in the 30's to 40's and could easily drop below freezing with wind or bad weather. Perceived temps will vary substantially with cloud cover or direct sunlight.

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 bullets 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. If it's hot, the last thing you want to do is run out of water and get dehydrated.
 - **Get wet:** When you pass a stream in the heat of the day, stop...drench your shirt, douse your head, lay down...do everything to keep your body temps lower. At aid stations, cold water will be available to douse or sponge off with. Use it.
 - **Use Sunscreen:** Regardless of where you fall on the sunscreen/no sunscreen spectrum, it's a good idea to use it if it's sunny out. The higher elevation means more intense rays and it's easy to get cooked. Be sure to have it in your drop bags or with your crew.
 - **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 hard way, way harder. Also, many of the side effects of altitude can be prevented by good hydration.
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Dropping out

Process

- Notify the AS captain that you are dropping
- Fill out 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. The aid station staff are busy working for runners. That said, we'll do our best to help you get back as quickly as possible. 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.

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 1 hour after the cut off 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.
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Trail Work

- We all love trails, and we want you to show that love by doing 8 hours of trail work as part of your registration. This work must be on trails, so volunteering at another race or pacing your friend unfortunately won't count. Your work should be done in conjunction with a recognized outdoor organization such as a local open space department, a state parks department, trail foundations or something similar.
 - If you are simply logging too many miles or if life is just too hectic to commit to volunteering, you can choose to pay an opt-out fee of \$125. Those who chose to pay the opt-out fee should do so guilt free; High Lonesome 100 will donate 100% of the opt-out fees to Colorado Fourteeners Initiative, one of Colorado's leading nonprofits.
 - o To pay the opt out fee, please send \$125 via PayPal to caleb.e@highlonesome100.com. **Please send money through the "friends or family" option to avoid paying fees.**
 - The trail work confirmation, or trail work opt out fee must be received no later than July 23, 2018. Please take a picture or scan your form and email to the RD.
 - The trail work form is available for download on the "Registration Info" page of the website.
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Travel and Accommodation

- 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 2.5-3-hour drive to Buena Vista or Salida.
 - For lodging options, please visit the website for a list of camping, hotels, and other lodging options.
 - We recommend that runners plan on arriving on Wednesday or by early Thursday. Don't plan on flying out early on Sunday morning, as you'll need at least 4 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.
-

Supplies

- Buena Vista and Salida are both small towns, but they have plenty of gas stations, restaurants, and amenities. They each have a grocery store and 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...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, or hiking.
-

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 36-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.
- Runners who are going for their second HL100 finish will get a special buckle.

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, and you can see the pictures on the website.
- Please note that you get the bottle even if you DNF.
- If you would prefer to not receive a bottle for any reason, please email the RD.

Age Group awards

- We don't do age groups pools or awards. We've all been beaten by old and young, male and female, so we don't think it makes sense to create artificial pools of competition. You're all in this together, we don't need more dividers.

Prize money

- Another thing we don't do is offer prize money. We're not opposed to it, but it's not in the budget.
-

Rules

- We're simple and honest folks, and we think that most people 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.
1. **No course cutting or short cuts.** All runners must run the entire course, no exceptions. Cutting switchbacks, skipping sections, getting rides, or anything that would cause you to gain and unfair

advantage will be considered grounds for disqualification. But seriously, the course is awesome, why would you want to not run all of it?

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.
3. **No PEDs.** Any runner caught using performance enhancing drugs will be disqualified. Any runner who has test positive for PEDs will be denied entry.
4. **Obey all USFS rules.** They manage the land for our Colorado trail race, so we follow their rules. No exceptions. Failing to do so could easily cause us to lose our permit forever.
5. **No needles.** 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. **No dying.** It's generally frowned upon to die, so we would very much appreciate it if you could avoid doing so while you're running.
7. **Obey race staff orders.** If the RD, an aid station Captain, or official race officer gives 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/she is not available.
8. **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 capacity, extra food, emergency blanket, whistle, and for night sections a backup light source and additional layers.
9. **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. Runners may assist other runners without any penalty, however please don't use your pacer to carry your gear, food, or water. A gel here or there isn't a big deal, but don't abuse it. Best way to know if what you're doing is ok is to ask yourself "If my pacer was suddenly eaten by a bear, would I have everything I need to continue on?" If the answer is no, then you're doing something wrong.
10. **No running with dogs.** We love dogs, and we do our best to allow them at most aid stations for our races. However, running with dogs can pose a hazard to other runners, wildlife, other users, and the owner so leave the pup with the crew.
11. **No getting into moving or running vehicles.** If it's moving or the engine is running, it's not allowed. You can get into your crew vehicle, but it cannot be on or moving.
12. **Impeding another runner.** Common, don't do it...it's pretty simple.

13. **Not checking in or out of an Aid Station.** We need to know where you are over the 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.
14. **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.
15. **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.
16. **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.
17. **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.
18. **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, and we will tell your mother.
19. **The Race Director has final say.** During the race, the RD has final say on any issues that may arise. Don't worry though, he's a pretty nice guy.
20. **Enjoy yourself.** Running 100 miles is hard, but it's easier when you're having fun. So, do your best to enjoy yourself, find the beauty in the pain and suffering, take inspiration from the course, staff, and spectators, and most importantly don't forget to smile, your running one of the best races in Colorado and the mountains.

Course Details

Overview and stats

- The course is 99.2 miles, has 22,500' of climbing, has a high point of 13,150' and an average elevation of 10,600. The course goes over Antero-White pass, Laws Pass (twice), Alpine Tunnel Pass, Chalk Creek Pass, and Monarch Pass. The course is 66% single track, 21% mining roads, 10% gravel roads, and 3% paved.

AS Elevations

Aid Station	Total Mileage	Mileage to next AS	Elevation
Start	0	7.4	8,500
Raspberry Gulch 1	7.4	9.5	8,900
Antero	16.9	8.3	11,790
St Elmo 1	25.2	6	10,100
Cottonwood	31.2	6	10,250
St Elmo 2	37.2	3.6	10,100
Tin Cup	40.8	7.8	11,070
Hancock	48.6	6.2	11,050
Lost Wonder Hut	54.8	9.2	10,920
Purgatory	64	3.8	11,666
Monarch Pass	67.8	6.7	11,300

Fooses Creek	74.5	8.4	9,600
Blank's Cabin	82.9	8.9	9,800
Raspberry Gulch 2	91.8	7.4	8,900
Finish	99.2	0	8,500

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 single track. There is an 800' climb before it levels out and rolls gradually. Stay on the single track until you reach the Raspberry Gulch Aid Station.
- Section 2: Raspberry Gulch to Antero
 - o From the AS, continue on the single track for 2 miles as it climbs steadily. Around 2 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 5 mile/4,000' grind. At the top, you're greeted with incredible, views of the Sawatch. As the saddle and surrounding slopes are actively mined for the 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, 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 right at the tree line.
- Section 3: Antero to St. Elmo
 - o Continue down CR 278, cross both upper and lower Baldwin Creeks until you get to CR 277. It will be right after your second and largest creek crossing, and you want to turn right (north) and continue descending all the way to CR 162. You'll pass CR 279 on your way down, don't turn. Stay on CR 277 until you reach pavement. 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 on the pavement (east and there may be a course marshal) 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. Turn right (west) and run into the town. Once on Main St, 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 0.2 miles before turning right (north-east) into the Poplar Gulch Trailhead and the St. Elmo AS.
- Section 4: Poplar Gulch/Cottonwood out-n-back
 - o From the AS, start onto the single track as it winds through the forest for about 0.5 a mile. The trail then begins 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 single track is delightful. The trail runs steadily uphill until you finally exit the tree line. Only a few switchbacks remain before reaching the top of the unofficially named Laws Pass. Be sure to look around here...it's stunning. To the north is the Collegiate Peaks Wilderness and the 14ers 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 and Chalk Creek Pass. 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. 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.

- Section 5: St Elmo to Hancock
 - o From the AS, return to CR 267 and continue it westward for several miles. It's a fairly rocky road and popular with motorists so there is a chance it will be a bit dusty. It's a little over 3.5 miles and 900' vert. This is a good place to try and run if you've been pacing yourself appropriately. Around the 3.5-mile mark, the Continental Divide Trail (TR 1439) crosses the road, and there is a tiny aid station here. 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 water drop, 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 single track. About 4.5 miles from the water drop, 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. Congrats on making it halfway! You can pick up pacers at this point.
- Section 6: Hancock to Lost Wonder Hut
 - o From the AS, turn and head south on the CDT/CR295. There are signs for Hancock Lake TH and you'll pass some old mines until you reach the TH. Take the single track (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 single track. 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 junction with CR 230, but stay on the single track. The Continental Divide Trail Coalition are actively building a new section of the CDT here, so the final route will depend on what sections are completed by race day. If you stay on the single track and follow the CDT signs you'll be fine. Shortly before the aid station, you'll pass through a large boulder field which deposits you on a gravel road (CR230). TURN RIGHT and head uphill for 1/3 of a mile to the beautiful ski hut.
- Section 7: Lost Wonder Hut to Purgatory
 - o Welcome to the crux section. The past two sections have been comparatively easy, 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 10 miles to the next aid station, and it's feels uphill the whole way. Best advice we can give you is pack extra food, water, batteries, and layers. Try and run it with someone. Grind through it. You make it through this and the race is yours...after this section you'll pretty much be below tree line for the rest of the race.
 - o From the AS, run the road for 2/5s of a mile, then turn right onto the CDT singletrack. The trail climbs up and crisscrosses some old roads but stay on the single track all the way. Eventually you will cross CR 230 again and descend into the Boss Lake Trailhead. Take the single track and cross a bridge. Here begins the 3 mile, roughly 2,000' climb to the Continental Divide. The first mile is a steep grind, but it moderates after you pass Boss Lake. Around Boss lake there are some social trails, so just pay attention to the markings and you will be fine. 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 enter the Monarch Ski area and the Purgatory AS.
- Purgatory to Monarch Pass

- At Purgatory, the trail turns to a gravel road. Follow the road as it winds along the top of the ski area before eventually descending towards Monarch Pass. Here you pick up the CDT again. The single track 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 NSFR 906 south. Join the ridge where the CDT/Monarch Crest Trail, NFSR 906, and CR 225 all merge. Descend down for around 6 miles and 2,500' 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 single track (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), this is not where the aid station is. Continue through the AS and go up a small climb. Continue for a few more miles before hitting the AS. The AS will come up suddenly and is impossible to see until you are within 50 yards...so don't get sucked into trying to spot it. This section of trail is beautiful and treats runners to long stands of pine and aspen, green meadows, wild flowers, 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.
- Section 10: Blanks Cabin to Raspberry Gulch
 - Continue on the CT as it continues northwards. Shortly after Blanks Cabin, you'll pass a trail on the right that leads towards a TH. If you need restrooms, there is a USFS one there, but you'll have to return to the way you came. Not long after you pass the right turn, 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
 - You've already run this section, so see the Section 1 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!

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 within 1-2 days of 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.

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 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 imagery of the race.
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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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Runner tracking

- We will be tracking runners internally for safety purposes. This information will be publicly available after a delay. We will provide as much information as possible to the public, but given the incredibly remote location of the race, live tracking is bound to be slow and glitchy.
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General Info

Overview:

- Alrighty, let's have an honest chat about crews. There's two main types of crews: awesome crews who have everything dialed in, and crews who are way out of their depth. Every year, we get a couple emails from crews who got lost, or missed a runner, or something else happened. Now, we listen to those complaints and do what we can to try and help prevent those mistakes from happening again, but there is only so much we can do. Before we get into the exact driving directions to aid stations, please review the follow points about being a successful crew.

How to be a successful crew:

- PLAN PLAN PLAN:
 - o Did we mention planning? Do it. Cover every detail, have all the stuff you need before the race starts. Don't wait until the last second to figure out where you are going, when you need to be there, or how to get there.
- Assume your phone won't help

- Cell coverage is spotty, so have written directions and maps. Have extra batteries, charging cables, food, and water.
- Download the google maps area so it works offline
 - If you are going to try and use a phone, download the directions so they work offline. Google maps works well and is easy to use.
- Be self-sufficient
 - Have everything you need from the start to the finish. Don't plan on whipping into town or finding a place to eat in the middle of the mountains.
- Bring a way to sleep
 - Sleep is critical for a crew, so bring stuff to get some rest. Don't forget an alarm clock.
- Drive to the aid stations the day before
 - Visit the aid stations in the build up to the race so you know where to go.
- Don't count on volunteers for directions
 - Okay, so you are at Monarch Pass and your runner has just left. You are going to head to Blanks, but don't have service so you walk over to a volunteer who. You ask, "How do I get to Blanks?" and they give you a blank look...Look, the point is that many of our volunteers only know one or two aid stations. Most haven't even seen the other spots. If you are absolutely lost, your best bet is actually another crew. In full out dire situations, the AS Captains can most likely help, but they are usually insanely busy so be tactful and polite.
- Drive a high-clearance vehicle
 - While a low clearance vehicle can work, it's not wise. If you are renting, rent something with at minimum AWD and some ground clearance. You don't need a jeep, but a Subaru or Rav4 (at minimum) will get the job done.

Crew rules

- Crews are limited to ONE vehicle per runner. You must have a crew pass to park at Cottonwood or Hancock. Crew passes are included in the runner's packet.
- Crews cannot aid their runner outside of any aid station, nor can they attempt to access non-crew accessible aid stations.

Specific Details for each aid station

- Raspberry 1
 - Parking is on either side of the road, perpendicular to the road. You cannot be more than the length of your vehicle from the road.
- Cottonwood
 - This is a very complicated parking system, so please pay extra close attention.
 - Parking at Cottonwood is on the uphill (north) side, and the road will be limited to a single operating lane. Traffic will be controlled at the top and bottom entry points by volunteers. Please follow all instructions from volunteers.
 - The walk from the parking area to the aid station is between 0.25-0.85 miles depending on where you are instructed to park
 - Wide vehicles will have to park 1 mile from the aid station. Wide vehicles are anything wider than 74 inches.
 - GET AS FAR OVER AS POSSIBLE...even if your co-pilot has to crawl out the driver's side.
- Hancock
 - No parking in the trailhead. Follow all parking instructions from the volunteers.
 - Parallel park on the west side of the road.
 - GET AS FAR OVER AS POSSIBLE...even if your co-pilot has to crawl out the driver's side.
- Monarch Pass

- It's a large paved lot, park in the same manner and close to any other vehicles in the lot.
- Blanks
 - Park in the large open field.
 - Watch out for rocks

Driving Directions

Directions from the Start to Raspberry 1 – 15-minute drive time

- **Raspberry 1 AS Coordinates: 38.689344, -106.170766**
- From the Start area, leave the field and turn South onto CR231. Drive down until the road T's into Chalk Creek Drive. Turn East and drive for 0.75 miles and turn South on CR270. Stay on CR270 for 4 miles, then turn right/West onto CR272. Drive 2.3 miles on CR272 before turning left onto CR273. CR273 turns into a rougher road and is difficult to drive in low clearance vehicle. Continue until you reach the parking zone.

Raspberry 1 to Cottonwood – 1-hour drive time

- **Cottonwood AS Coordinates: 38.764577, -106.336511**
- Please remember that Cottonwood does not allow crew parking until 11am, and that most people won't need to get there until 1pm or later. Given this, we highly recommend going into Buena Vista for breakfast. The Roastery and Brown Dog Coffee both have good coffee, great food, and Wi-Fi. To make it easy on you, our directions will route you through BV.
- From Raspberry 1, turn around and go back down CR273 and turn right onto CR 272. Follow CR272 all the way to highway 285/50. Turn left and head north into Buena Vista. Stop and eat some food.
- At the first stoplight, turn left and go West on CR306/Main Street towards Cottonwood Pass. Go just about 7 miles and turn left onto CR344. You will see signs for Cottonwood Lake at the junction. Drive for about 6.5 miles, passing the lake until you reach the parking zone. Follow the parking attendant's instructions exactly. Please note, the road after Cottonwood Lake is also not suitable for low clearance vehicles. You will encounter VERY large potholes and some steep, rocky sections before reaching the parking zone. PARKING OUTSIDE OF THE PARKING ZONE IS ILLEGAL, AND YOU WILL BE TICKETED BY THE SHERIFF.

Cottonwood to Hancock – 1.5-hour drive time

- **Hancock AS Coordinates: 38.639211, -106.361804**
- Since you again have a vast amount of time before you need to get to Hancock, you should return to Buena Vista and get some dinner. The Eddyline, Rock house, and Simple Eatery are delicious. The Eddyline also brews some of the finest beer in the state and is well worth a visit.
- To return to BV, turn around and drive back down CR344, turn right onto CR 306 and drive East until you reach BV. Get some food. Fill up on gas.
- From the intersection of Main St and HW24, take 24 South. Stay straight on 24 where it merges into 285/50. 8 miles after leaving the intersection of Main St and 24, turn right onto CR162. Stay on 162 for 15.4 miles. Now, pay attention here because the left turn onto CR295 is very easy to miss. Around 15.3 you will pass the Grizzly Gulch/Last Chance restroom on your left. It is a large gravel lot with a restroom. Slow down here as the road first bends right, then back left. At the apex of the leftwards bend, look for a small gravel road up and to your left. It is just about 0.1 miles after the grizzly gulch pull out. About 30 yards up the road you will see a sign for Hancock Lake which is slightly obscured. If you go into St. Elmo, you missed the turn.
- After turning onto CR295, continue for roughly 5.4 miles until you reach the parking zone. You will pass some odd driveways, but just stay on 295 until you reach the parking attendant. PLEASE NOTE, CR 295 is full of large potholes. You can, with careful driving, get to the aid station in a 2WD vehicle, but it's slow going.

Hancock to Monarch Pass – 1.75-hour drive time

- **Monarch Pass AS Coordinates: 38.496236, -106.325321**
- Turn around and drive back down CR295 towards St. Elmo. Turn right/East onto CR162 and drive all the way back to Highway 50/285. Turn right and drive 15.5 miles to a large “T” in the road. Turn right to stay on HW50 towards Monarch Pass. Drive 17.5 miles up to the crest of the pass, where a large parking lot is on your left. Turn into the lot and park. If you have AT&T you may have cell service on the pass.

Monarch Pass to Blanks Cabin – 1-hour drive time

- **Blanks Cabin AS Coordinates: 38.595998, -106.199863**
- From Monarch Pass, go East on HW 50 towards Salida. Around 15.8 miles from the pass, turn left/North onto CR250. There is signage showing mileage to the Shavano trailhead. Stay on CR250 for almost 5 miles until you hit a large “Y” in the road. Stay left onto CR252. Drive roughly 3 miles to a hard-left bend and a large parking lot. The parking lot has a restroom if you need it, but DO NOT PARK THERE. Take the bend to the left and go 0.2 miles to a large field and the parking zone.
- Please note, the last 4-5 miles of this route is on rough roads, but with care can be drive in a 2WD vehicle. If you are in a 2WD vehicle, plan that it will take you longer and you might not be able to drive the whole way if the weather gets bad.

Blanks Cabin to Raspberry Gulch 2

- **AS Coordinates: 38.689344, -106.170766**
- Return the way you came on CR252 and back onto CR250. 7.3 miles from the parking zone, turn left/East onto CR140. Take CR140 until you reach HW 50/285. Turn left/North and drive 11.2 miles where you turn left on CR270. This should be familiar territory. Stay on CR270 as it turns into CR272 until you reach the left turn onto CR273 and drive to the parking zone.

Raspberry Gulch 2 to Finish – 15-minute drive time

- **AS Coordinates: 38.741747, -106.158101**
- Turn around and go back down CR273 and CR272. At the intersection of CR270, turn left and take it all the way to CR162. Turn left, then right onto CR231. Turn right into the start area and look out for runners.

Revision History

5/15/18

- Original Version Published

7/9/18

- Added Revision History section
- Added list of drop bag accessible aid stations
- Corrected date on page 5
- Edited table on page 8 to indicate drop bag aid stations
- Updated aid station menu on page 9
- Corrected gear check time on page 4
- Added information on smartphone mapping apps under course markings.
- Updated crew driving instructions
- Added that pacers must carry cups

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