

COURSE DESCRIPTION AND TURN-BY-TURN DIRECTIONS

- **Section 1: Start to Raspberry Gulch**
 - 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 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 3.5 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 Mount Shavano 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**

- 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!