

Ritt Kellogg Memorial Fund – Proposal Evaluation

Proposal Title: _____

Applicants: _____

*previous grantee

Reviewer: _____

General Criteria

- ☐ Minimum 12 days in field
- ☐ Wilderness-based
- ☐ WFR of each team member will be current prior to trip departure
- ☐ Start of trip no later than 8 months after graduation
- ☐ Expedition team is made up of at least two CC students
- ☐ Expedition will occur in US or Canada
- ☐ First aid kit
- ☐ Maps

Proposal Completeness

- ☐ Emergency contact information
- ☐ Insurance
- ☐ Medical release
- ☐ Applicant questionnaire
- ☐ Relevant experience resume
- ☐ References provided
- ☐ Certificates and other proof of training
- ☐ Participant acknowledgement and assumption of risks & release and indemnity agreement
- ☐ Ritt Kellogg Fund Agreement
- ☐ Complete proposal as per web site

Proposal Elements

Relevant Experience of Team Members

- ☐ Members have relevant experience in the activity
- ☐ Members have relevant experience in the venue
- ☐ Members have relevant experience in backcountry conditions, including inclement weather
- ☐ Members have relevant hazard evaluation skills
- ☐ Members have taken additional classes or training for the activity
- ☐ Members have relevant decision-making/route finding experience
- ☐ Overall, team members will solidify skills on the expedition rather than “cut their teeth”
- ☐ References and certifications

Risk Management Plan

- ☐ Proposal identifies thorough list of hazards associated with the activity

- ☐ Proposal identifies thorough list of hazards associated with the venue
- ☐ Proposal identifies thorough hazard evaluation plan
- ☐ Proposal identifies sensible steps to avoid incidents
- ☐ Proposal identifies a sound management plan if incidents occurs
- ☐ Proposal includes reliable emergency communication plan
- ☐ Proposal includes well-planned emergency evacuation plan
- ☐ Proposal lists the first aid kit contents which are appropriate for activity, venue, size of group, and participant health conditions

Logistical Considerations

- ☐ Proposal states dates of expedition and total days in field
- ☐ Proposal includes reasonable travel plans to and from the trail head
- ☐ Proposal details a sensible, day-by-day itinerary including elevations, distances, and camps
- ☐ Proposal provides a detailed route description, including maps
- ☐ Proposal provides minimum impact techniques
- ☐ Proposal provides cultural considerations (if applicable)
- ☐ Proposal provides appropriate gear list for activity and venue
- ☐ Proposal provides appropriate food list for activity and venue and considers re-rations
- ☐ Proposal includes a service component

~~COVID-19 Preparedness~~

- ~~☐ Proposal includes an analysis of the current COVID situation in the proposed location~~
- ~~☐ Proposal includes a realistic pre-expedition plan for reducing COVID likelihood~~
- ~~☐ Proposal includes realistic travel considerations~~
- ~~☐ Proposal includes an appropriate planned response for managing COVID in the field~~

Budgetary Considerations

- ☐ Proposal provides itemized budget
- ☐ Proposed budget does not include capital equipment purchases
- ☐ Proposal includes reasonable travel costs
- ☐ Expedition cap per person is \$1,500 (12+ days) or \$2,500 (21+ days)

Reviewer's Conclusion

Should the expedition be funded? _____

What are the total funds requested by the team? _____

How much funding do you believe the team should be awarded? _____

Is anyone on the team requesting additional financial support for a WFR course? _____



Ritt Kellogg Memorial Fund Registration

Registration No. LWNL-6WW8M

Submitted Jan 22, 2025 9:16am by Sadie Fleig

Registration

Aug 26, 2024- Ritt Kellogg Memorial Fund

Jan 22, 2025 **RKMF Expedition Grant (2025 Group Application)**

Event Aug 26, 2024-Jan 22, 2025

This is the group application for a Ritt Kellogg Memorial Fund Expedition Grant. In this application you will be asked to provide important details concerning your expedition.

**Waiting
for
Approval**

Jan 22,
2025
9:16am

In addition to this Group Application, **each team member must submit an Individual Application**. All Group Applications and Individual Applications must be received by 1st Wednesday of Block 5 at noon.

For more information, example applications, proposal writing tips, and further guidance, please visit
<https://www.coloradocollege.edu/other/rittkelloggfund/grants/expedition-grants/overview.html>

If you have any questions please email Kate Nelson at
knelson@coloradocollege.edu

Participant



Sadie Fleig



Consent



Sadie Fleig

Participant Agreement: Behavior and Expectations

Recorded (Jan 12, 2025 5:30pm, SF)

Expedition Summary

What is the name of your proposed expedition?

Bikepacking the Colorado Trail

If you have an alternate name for your expedition, please list it here.

Saddle Up, Buttercup!

Briefly describe the objectives of your expedition.

We hope to push our bodies and bikes to bikepack the Colorado Trail (CT) and say a final goodbye to Colorado after four years of education and adventures here. We are drawn to the high intensity/high reward nature of bikepacking and have vastly enjoyed our previous bike trips and mountain biking excursions. We are at a point where we want to invest in our bikepacking skills and do a trip that requires more training than we've done before, especially to build on these skills for the rest of our lives. While traveling the CT on foot seems beyond rewarding, traveling through the landscape on a bike creates an exciting and engaging way of connecting with the place. One moment you're grinding miles up a technical climb, just for the next to be ripping down a lush meadow trail, traveling vast stretches of miles in a mere two hours. With only 60-70% of the trail being bikeable, we want to push ourselves mentally and put in the hours to push a weighted bike up large climbs. We are vastly appreciative of the power of our bodies and would love to complete a trail that would challenge and encourage us.

Briefly describe the location of the expedition.

This expedition would take place entirely in the state of Colorado on the CT foundation-maintained Colorado Trail and some gravel/fire road detours around the six wilderness areas the CT passes through (that bikes are not allowed in). It begins in Waterton Canyon in Denver and travels through the Pike National Forest. It then edges northwest and moves into the alpine between Breckenridge and Frisco and up to Copper Mountain. The trail then moves south through Leadville and around Twin Lakes to Buena Vista, where one bikes through the San Isabel National Forest and underneath a score of 14ers. Through Monarch Pass and Marshal Pass, the trail zigzags southwest and reaches higher elevation passes and more secluded sections with fewer water sources. Eventually, the trail goes up to Sargeant's Mesa and descends into Silverton and the San Juans, where it moves more south through the high alpine, and begins its transition to high desert as the trail finishes in Durango.

Date that travel to the expedition will start.

Jun 20, 2025

Date that your team will enter the field.

Jun 30, 2025

Date that your team will exit the field.

Jul 18, 2025

Date that the last team member gets to their home location.

Jul 22, 2025

How many days will your team be in the backcountry?

19

How does your planned destination provide a "wilderness experience," and how will your expedition offer solitude and promote self-reliance and grit?

The Colorado Trail is an extensive opportunity for solitude and distance from infrastructure. It travels through vast regions of Colorado's backcountry; particularly places where Julian and Sadie have never been able to travel, and provides ample time and opportunities for resilience and self-reliance. Although there are other bikepackers on trail, the majority are backpackers and we will not be interacting with them as frequently, since bikes move at a much faster clip. For the vast majority of the sections of trail it is essential to know bike maintenance, plan for remote areas without resupply, and be able to problem solve for likely risks.

It is crucial to mention that the CT does pass through towns and other major points of

infrastructure, including paved roads. The CT crosses through six wilderness areas, all of which do not allow mountain bikes, so there are routed sections around with travel on dirt or paved roads. However, we still think that bikepacking the CT is a formidable wilderness experience, and we will not shop, eat, or spend time in towns except to pick up resupply packages. Additionally, we will only camp at primitive sites for the duration of the trip to try and maintain as much of a backcountry experience as possible. We will not use our cellphones except for occasional photos and in the case of an emergency or evacuation.

However, we would like to add a note that a wilderness experience does not necessarily require complete solitude. Our interactions with each other, the people around us on trail, and those that will help us with our resupply and in town are inherently part of the community we will be building while on trail. To deny that as part of our experience would be a failed opportunity on our part.

Participant Qualifications

Expedition team member information

Sadie Fleig -- anticipated graduation May 2025

WFR certification intended June 2025 (NOLS at Colorado School of Mines from June 23 to June 27 (Hybrid))

Julian Slesar -- anticipated graduation May 2025

WFR certification intended June 2025 (NOLS at Colorado School of Mines from June 23 to June 27 (Hybrid))

Does your team have adequate experience?

Yes

Describe your team's training plan to solidify or improve technical skills, physical conditioning, and team dynamics prior to the start of the expedition.

Both of us are advanced mountain bikers who have been mountain biking since we were in high school. Sadie raced high school cross-country mountain biking, and was the captain of the CC Mountain Bike team for her sophomore and junior years. We have both raced on CC's mountain bike team since freshman year, doing downhill races, although we ride both cross-country and downhill-oriented trails frequently. Although we are currently in good shape, to make sure we are highly prepared for this excursion, we plan on doing strength training with progressive weights two times a week starting the spring semester. When weather conditions/trail conditions in Colorado Springs are permitting, we will try to ride 3-4x per week on the trails and run 1x per week on trails, consistently increasing distance until we feel very comfortable with biking up to 35-40 miles of trails per day and 60 miles on gravel roads. We think it is best to be physically conditioned for such distances, especially since the CT has such drastic elevation change and we cannot fully replicate the likeliness of the trail every training outing. To prepare for the extensive hike-a-bike portions of trail (up to 40% of the total trail time), we will be cross-training with running and the stairmaster when the trail conditions are not optimal. Three months before the start of the trip, we will start adding bags with the gear we will use to our bikes and slowly upping the weight loads. We will use bike weight training on both long gravel rides and technical rides to improve our endurance. Although we are both very skilled at descents, the bike handling will be different with weight and we want to get used to this feeling and avoid crashes at all costs, given the many rocky descents on trail. We also are planning on doing another two bikepacking trips during the spring weekends, where we use the bags and gear that we will use on the CT. Team dynamics are excellent and we have shown that we can work well together in intense situations, but to solidify our collaboration we will do the majority of our training together and make sure we have good communication protocols in place.

We both have very decent bike maintenance skills, i.e. fixing and patching flats, adjusting shifting and dropper posts, disassembling bikes, etc. Sadie has built up a mountain bike from a frame. However, to continue to build upon this knowledge, in the months ahead we will practice patching tubes, changing tires and tubes, replacing derailleur hangers, changing brake pads, changing shifting and dropper cables, replacing and fixing chains, indexing gears, and adjusting cassettes. To teach ourselves we will utilize YouTube and friends at CC who have worked in bike shops, as well as Julian's sister Clara who is a professional bike mechanic.

Prior to the trip, we will call local rangers, forest service managers, and bike shops to see how the conditions on the trail are.

Expedition Logistics, Equipment, and Food

Briefly describe how each expedition member will travel from home to the trailhead and back again.

Sadie will drive from Berkeley, CA to Julian's uncle's house in Boulder, CO in two days, stopping for one night at The Knolls Recreation Area in Utah. Julian will fly from Vermont to Denver and will be picked up at DIA by his aunt. We will both attend our WFR course in Golden, CO, from June 23-27, staying with Julian's aunt and uncle. After a short weekend break to prepare all our stuff and get our bikes re-serviced, Julian's uncle will drive us to Denver and the trailhead in Waterton Canyon. In Durango, we will spend one night at a hostel before a friend will be available to pick us up and drive back to Boulder (stopping at CC to drop off OE gear) with us the next day (around 6+ hours) to pick up Sadie's truck. We will spend one night at Julian's uncle's house before Sadie will drive Julian to DIA the next day for his flight. Sadie will depart for Berkeley the next day, spending three days on the road, staying one night in Carbondale at a friend's house and one more night at The Knolls Recreation Area in Utah.

Upload a detailed day-by-day itinerary, beginning when the first team member leaves home.

[Itinerary \(1\).pdf](#) (13MB)

Uploaded 1/22/2025 12:09am by Sadie Fleig

Please paste a URL to your complete digital expedition map.

<https://caltopo.com/m/R0UDJ63>

If you have plans to re-ration during the expedition, describe the plan below

We plan on re-rationing four times during the expedition. Due to the size limitations of bikepacking, we cannot carry a large quantity of food on us, but we can also go faster and farther, which makes up for some of those limitations. We plan to send medium flat rate boxes through USPS while we are in Boulder doing our WFR certifications, which will almost definitely reach us in time. On the off-chance they do not, we will be in towns with grocery stores we can utilize. Boxes will be sent to the post offices in Frisco, Buena Vista, Cathedral Cabins Ranch, and Silverton. Since resupply boxes need to be picked up during post office hours, we are making sure that we will not pass into town on Saturdays and Sundays, and will come before 5pm. In the case that we have an incident on trail and our timing is off, we have rest days built into our trip that we can veto if we have to stop outside of a town for a night and visit the post office the next day. We will start with one extra day of food in our bags, and each resupply will give us the amount of breakfasts, lunches, and dinners until the next resupply (4-5) so that we always have three extra meals with us (that can also be rationed out if absolutely necessary).

Describe how you will protect your food from wildlife.

Because of the weight and size limits of bikepacking, we cannot use Ursacks or bear canisters, so

we will utilize PCT lightweight bear hangs using a carabiner and stick from an overhanging branch. All scented items and food will be stored in the bear hangs, which will be 200 ft or more from our camp. In the case we cannot find overhanging branches, we will store the food and scented items in our main bags on the bikes and camp a similar distance from them. These two methods will also help protect our food from small animals like chipmunks, squirrels, and mice.

Upload a detailed food list with budget numbers and show hoe it meets the caloric needs of the expedition.

[Food Planning Document.pdf](#) (98KB)

Uploaded 1/21/2025 7:43pm by Sadie Fleig

Upload a thorough equipment list.

[Equipment List.pdf](#) (84KB)

Uploaded 1/21/2025 9:33pm by Sadie Fleig

Upload a first aid kit list.

[First Aid Kit.pdf](#) (64KB)

Uploaded 1/20/2025 10:19pm by Sadie Fleig

How will you limit and leverage your impact on this trip?

To limit our impact on the physical environment we will follow the 7 LNT principles. We will bring a packable trowel and use it to dig holes 6 in. deep and 4 in. wide for pooping, and all holes will be at least 200 ft away from water sources and our camp. We will hold onto our trash until we find trash cans in the towns we pass through or at more developed campsites/trailheads we pass through. We will try to first camp at sites that appear to be established and have more human impact, and will only camp in areas untouched by humans as a last resort. Because this is an established route, particularly one with many backpackers (who have to camp more frequently in shorter distances), finding primitive sites that have already been established will likely not be a challenge. Additionally, we will never have campfires to prevent damage to the land, and because of the intense risk of wildfires. When interacting with wildlife, we will keep our distance and respect their space. We will be respectful and friendly when interacting with bikepackers, backpackers, and any other humans we will encounter, and will try to represent ourselves and CC well. The Colorado Trail passes through the lands of the Ute, Arapaho, Cheyenne, Apache, Shoshone, and Pueblo indigenous peoples and communities. In order to respect their indigenous homelands, we will treat the physical land well and do more research into these communities this upcoming spring semester to learn about their history.

Our impact on the environment due to transportation (flights, driving) is not optimal, but we will be offsetting our emissions with this trip. We are also planning on purchasing $\frac{3}{4}$ of our freeze-dried meals from smaller, local companies who have better sustainable management practices, as well as a few other snacks from a local and sustainable Vermont company that Julian knows (Untapped Maple).

We both think this trip will have a large impact on us and our relationship to the environment. It is an extraordinary privilege to be able to spend almost three weeks in the backcountry to gain new skills, and to enjoy and challenge ourselves. We hope that we will become more resilient and confident in ourselves and our abilities. We want to be able to continue to build on this experience, doing longer and longer bikepacking routes in the future and for the rest of our lives. We also hope to connect with other bikepackers, as we don't know that many, and hopefully get inspired by their plans. Both Sadie and Julian hope to make more art inspired by the landscape and the intensity of the experience.

Total Carbon Emissions Cost: \$13.11

Risk Management

What are the main objective hazards of the expedition?

Weather

The weather in Colorado has become increasingly erratic due to climate change, and we need to be prepared for a variety of situations that used to be more uncommon. Larger rain events could be possible, or more frequent/variable thunderstorms, as well as hot/cold spells. Drought stress on forests in Colorado and suppression of indigenous burn tactics have created potent wildfire conditions. We will not take the average temperatures, thunderstorm frequency, etc. at face value, and will prepare for a variety of conditions that we could face.

Rain

We are choosing July to bikepack the CT because of water availability and lower daytime temperatures, but the tradeoff is that July is also a time of frequent afternoon thunderstorms. With bikes, which travel much faster than on foot, we will continuously go between forest and above treeline within a day, unlike hikers, who could be traveling for days above treeline. We will try our hardest to avoid riding above treeline in the afternoon, when thunderstorms are more frequent. To help with this, we will wake early and try to ride the trail sections before camping in the afternoon beneath the treeline. Our sections are planned out to help with this. In the event of large rainstorms/weather events, we will stay in our tent to prevent our clothes from becoming wet and cold. When/if there is lightning, we will assume the lightning position and crouch on our sleeping pads with heels together and hands over our ears. Sadie has had experience using the lightning position and being in dangerous thunderstorm situations while backpacking. We will not be the tallest object in a flat field, camp close to water, nor ever camp on an exposed ridge or peak. If the rain is light and there is no evidence of lightning/thunder, we will evaluate whether it is safe to keep riding. We will wear only synthetic materials/wool to avoid becoming both wet and cold, and if our clothes do become wet, we will dry them overnight by keeping them in our sleeping bags with us (chamois are quick-drying). We will waterproof necessary items. We will have raincoats and rain pants on us, but we will not be biking in our rain pants. If the rain is so heavy as to require rain pants, we should not be biking. Additionally, we will always have a dry pair of socks and sleeping clothes stored in our sleeping bags.

Cold

In July, the average low temperatures along the CT are around the 40s, so temperatures should likely not drop below freezing. However, in the case of a cold spell, we will both have down jackets and 20°F rated sleeping bags, which should keep us adequately warm and cozy. We will also take measures as outlined in the Rain section to keep warm and dry.

Sun Exposure/Heat

Many parts of the CT are above treeline, which increases potential for sun exposure, as does the altitude. In order to prevent sunburns we will wear sunscreen everyday (reapplying!), as well as wear light protective sun clothing. Additionally, we will protect our eyes by wearing sunglasses. In July, the average high temperatures on the Colorado Trail are in the 70s, so to prevent heat stroke/dehydration, we will make sure to each drink 4L of water per day with hydration tablets to replenish electrolytes, and take breaks during the hottest parts of the day. There are a few sections with lower water availability, so we will account for this and carry extra water through those sections. Sun exposure and heat stroke are serious conditions and with the amount of exercise we are doing, we will need to keep checking in with each other about how much water we are consuming, how our bodies feel, and the precautionary measures we are taking.

Snow

The season for the CT runs from late June to early September, and we want to bikepack the trail in early/mid July, which is very much within range. However, this means there is a possibility (if the snowpack is larger this year) of encountering isolated snowy stretches, particularly over the Gold Hill stretch, which is known to trap snow. If we do encounter snow on the trail, we will get off of our bikes and walk. We will make sure to test our footing and use extreme caution when traveling on snowy terrain. With any snow we encounter, we will be cautious of possible wet slides. If it is too snowy to pass through and we do not deem it safe, we will backtrack to one of our evacuation routes and try to take a bypass (country roads, fire roads etc. are all common in areas of the CT). If we encounter snow that is impassable over the Gold Hill segment in particular, we will backtrack to Frisco and take the bike path from Frisco to Copper Mountain.

Altitude

Living at 6,000 ft in Colorado Springs, we will be training at altitude, which will be helpful for us on trail. However, the high point of the CT is around 13,000 ft, so we will incorporate higher elevation bike rides into our training plan to be adequately prepared. However, we both will be going home before our expedition, so we plan to be in CO over a week before our expedition to reacclimate to altitude in the Denver/Boulder area. The CT slowly climbs in elevation, and the harder climbs/higher altitude climbs are located on the second half of the trail, which will help us additionally acclimate as we bike. We will also be drinking 4L of water per day to help with dehydration, and we will make sure to watch ourselves and each other for signs of altitude sickness. In the case of mild altitude sickness symptoms, we will take a half-day rest day or full day rest day to acclimatize. If the situation is more severe, we will descend to a lower elevation as soon as possible, and locate the nearest evacuation point.

Wildfires

Climate change has made wildfires much more of a threat, particularly with extra dry conditions, extreme weather events, and drought, especially in Colorado. Prior to our departure, we will stay updated about wildfires and risks in the areas we will be traveling through. During any resupplies, we will check for updates in town about wildfires. If we do encounter smoke or hazy conditions on trail, we will use our devices if possible to check in about the conditions and/or status of fires in the area. If there is too much smoke inhalation (AQI is above acceptable conditions) or the fires are close enough to be a danger, we will change our route on trail and/or take one of our closest marked evacuation routes. Beyond the active dangers of wildfires, smoky conditions are hazardous to exercise in and will be noted with extreme diligence. We will also use the Colorado Trail Explorer app (COTREX) to stay updated about fire alerts.

Injury

We will prepare for injury by properly training ourselves and therefore not putting undue stress on muscles, bones, tendons, ligaments, etc. when we are on trail. We will also weight train adequately to be able to push bikes, not just ride, for long distances, and use the same equipment to avoid blisters or bike fit problems. We will also pack our bags when training with the same equipment we will use on trail so the weight balances are the same to avoid differences in bike handling going uphill and downhill, particularly during descents. However, no matter how much we train, we will experience saddle sores, which we will amend by using liberal amounts of chamois butter during our rides and skin repair cream during the night. We will also make sure to dry our clothes thoroughly to avoid additional sores. Additionally, in order to avoid injury we will not do anything crazy while biking – no excessive speed, no new tricks, ride the trails well, walk during any sections we feel hesitant about (skill or exhaustion-wise). Any injuries to our person will be dealt with using our WFR skills and evacuation protocols.

Wildlife

Black bears are common in Colorado, though sightings are uncommon on the CT. We will store our

food and scented items using the PCT method of light-weight bear hangs. We will carry bear spray with us, and in the event we encounter a bear, we will back away slowly, make ourselves look bigger, and speak calmly to the bear. In the case that the bear is aggressive and charges, we will use our bikes to make ourselves look bigger, use our bear spray that will be kept accessible, and if that does not work, we will fight back and aim for the nose, eyes, and face. If we encounter a mountain lion, we will make ourselves look larger, maintain eye contact with the animal, and back away slowly. If it attacks we will fight back with whatever means we have and similarly aim for the nose and eyes. In the event we encounter a moose, we will slowly back away, but if it charges, we will hide behind a tree or large boulder, and if it knocks us down, we will curl into balls and protect our heads until it leaves. For insects such as mosquitos and flies, we will have Anti-Itch wipes to help with bites. During our resupplies, we will evaluate if mosquito bites are bad enough on trail to warrant buying insect repellent. It does not seem to be a problem for most bikepackers, but we are leaving the option open.

Water

We will both have Sawyer Squeeze filters to drink from to purify our water. We will make sure to always carry 3-4 bottles of water at all times (+ running vest hydration space). There are only a few segments of trail where water is an issue, and they are located between BV and Silverton. For these we will make sure to stock up on as much water as possible before departing, and will refill at any stream we see. There will be many stream crossings, particularly in the first half of the expedition – if they are shallow we will bike across them, and if they look deeper we will stop and re-assess, potentially walking across. We do not expect there to be deep streams, but if there are we will make sure to cross them carefully, maintaining our footing.

Navigation

We will have our full CalTopo GPX file downloaded onto our devices, and we will have all of the mountain biking trails in Colorado downloaded using Mountain Bike Project. We will be carrying cellular devices that are on airplane mode and portable chargers. The CT is also well-marked for hikers, and our main goals for our maps will be to take the six detour sections around the wilderness areas, and in the case of evacuation be able to determine our route out. We will also carry a compass and paper maps of the areas we are traveling in. We both have extensive experience using a compass and paper maps.

Describe your self-evacuation plan in the event of an emergency.

There are a multitude of non-intended events that could happen on trail. In the event of a common mechanical failure, we will fix the bike in the field, and in the event of an extreme mechanical failure, we will try to get it to the point where we could single-speed ride out to our nearest evacuation point or road to get to a bike shop. We have enough mechanical experience at this point in time to be able to get bikes to this point, with extra training this spring as well. All of these evacuation routes and bike shops are listed in our itinerary. If the bike is too broken to fix or to ride, we will walk to the nearest evacuation point, 4x4, or road. We should not have any areas where it would take more than 2 days walking to get to any of these points, and we will carry some extra food to account for mechanical issues like these. Once at the nearest 4x4/road, we will evaluate whether to walk to the nearest town or to utilize vehicular travel.

For weather events, we will try to wait them out in the backcountry. We have built enough rest days into our itinerary to account for weather, minor injuries, minor mechanicals, etc. to make it to Durango in our estimated time bracket. If the situation is worsening and/or we cannot continue to wait out the weather (i.e. food supplies are depleted, we are not in a safe place, flooding), we will move to the nearest road/4x4 crossing. We will use GPS and maps to evaluate which place is the quickest and most efficient way to get to road. Daily specifics around evacuation are in the itinerary and the caltopo map.

In the case of minor injuries, we will follow a similar protocol, where we will move to road/4x4 when we deem it unsafe to stay in our situation and wait it out. Sadie has some experience with taking unintended routes out of backpacking trips (twice) and using maps/GPS to find the closest/most efficient evacuation area. If it is not safe enough to travel on our bikes, or it will be less efficient, we will leave them in the field, locked, and try to return at a later date to retrieve them when the situation has been remedied or has passed. In the event of a severe injury where we cannot move our location, we will attempt to use our cell phones to contact land managers (which will be stored in our contacts) and have them call Search and Rescue. If we do not have enough cell service to do so, we will communicate via satellite phone SOS button to deploy Search and Rescue.

Discuss any measures taken for teammates with medical histories which warrant special preparedness.

Julian does not have any medical histories that warrant special preparedness. Sadie wears contacts and takes a daily medication. To account for this, Sadie will bring 1.5x contacts for the trip duration as well as glasses, and 1.5x medication in a waterproof bottle.

List the emergency and rescue resources available in the vicinity of your expedition.

We will communicate with them with cell phones by cell service if possible, and if not, then by satellite phone/SOS button.

Hospitals

UCHealth Highlands Ranch Hospital - 1500 Park Central Dr, Highlands Ranch, CO 80129 (720) 516-1000

UCHealth Emergency Care Pikes Peak Regional Hospital - 16420 US-24, Woodland Park, CO 80863 (719) 374-6060

CommonSpirit St. Anthony Summit Hospital - 340 Peak One Dr, Frisco, CO 80443 - (970) 668-3300

St Vincent General Health - 816 W 4th St, Leadville, CO 80461 - (719) 486-0230

Heart of the Rockies Regional Medical Center - 1000 Rush Drive, Salida, CO 81201 (719) 530-2200

Gunnison Valley Health Hospital - 711 N Taylor St, Gunnison, CO 81230 (970) 641-1456

Common Spirit Mercy Hospital - 1010 Three Springs Blvd, Durango, CO 81301 (970) 247-4311

Bike Shops

Any and All Bike Shop - 3444 S Broadway Englewood, CO 80113 (303)-995-3731

Team Telecycle - 615 S Baldwin St #2, Woodland Park, CO 80863 (719)687-6165

Elevation Ski and Bike - 324 N Main St Breckenridge, CO 80424 (970) 453-2499

Rebel Sports - 220 Main St, Frisco, CO 80443 (970) 668-2759

Leadvelo Bicicasa - 719 Harrison Ave, Leadville, CO 80461 (719) 293-2362)

Boneshaker Cycles, BV - 310 E Main Buena Vista, CO 81211 (719) 966-5075

Absolute Bikes - 330 W Sackett Ave Salida CO, 81201 (719) 539-9295

Lake City Bicycles Inc - 528 Pine St, Lake City, CO 81235 (970)944-0405

Pedal the Peaks Silverton - 906 Greene St, Silverton, CO 81433 (970) 387-9875

Durango Cyclery - 143 E 13th Street Durango, CO 81301 (970)-247-0747

Sheriff Offices from the CT Foundation

Sheriff Offices near The Colorado Trail

Jefferson County Sheriff, Mountain Precinct (CT Segments 1, 2, 3, 4)
4990 Highway 73
Evergreen, CO 80439
720-497-7850

Park County Sheriff (CT Segments 4, 5, 6)
1180 CR 16
P.O. Box 604
Fairplay, CO 80440
719-836-2494

Summit County Sheriff (CT Segments 7, 8)
P.O. Box 210
501 North Park Ave.
Breckenridge, CO 80424-0210
970-453-2232

Eagle County Sheriff (CT Segment 8)
885 Chambers Ave
Eagle, CO 81631
970-328-8500

Lake County Sheriff (CT Segments 9, 10, 11, CW01)
505 Harrison Ave
Leadville, CO 80461
719-486-1249

Gunnison County Sheriff (CT Segments CW01-CW05 west of Divide)

510 Bidwell
Gunnison, CO 81230
970-641-1113

Chaffee County Sheriff (CT Segments 11-15, CW01-CW05 east of Divide)
641 W 3rd St
Salida, CO 81201
719-539-2596

Saguache County Sheriff (CT Segments 15, 16, 17, 18, 19, 20, 21)
530 5th St
Saguache, CO 81149
719-655-2525

Mineral County Sheriff (CT Segment 21)
3rd Street and S Main St
Creede, CO 81130
719-658-2600

Hinsdale County Sheriff (CT Segments 22, 23)
311 Henson St
Lake City, CO 81235
(970) 944-2291

San Juan County Sheriff (CT Segments 23, 24, 25, 26)
1557 Greene St
Silverton, CO 81433
970-387-5531

Dolores County Sheriff (CT Segment 26)
409 Main St
Dove Creek, CO 81324
970-677-2257

Montezuma County Sheriff (CT Segment 27)
730 E Driscoll St
Cortez, CO 81321
970-565-8452

La Plata County Sheriff (CT Segment 28)
742 Turner Dr
Durango, CO 81303
970-247-1157

Additional Emergency Contacts
Denver Water: 303-893-2444
Colorado Parks and Wildlife: 303-291-7227
South Platte Ranger District: 303-275-5610
Ranger Office: 303-634-3744 or 303-634-3745.

List the emergency communication devices you will be carrying on your expedition. If none, explain why.

We will be carrying cellular devices with GPS systems and a satellite phone. There is intermittent cell service on the CT, and although we will have our phones on airplane mode, there is an occasional likelihood that turning them on will have us connect to civilization and be capable of calling land managers/SAR. If there is no cell service, we want to have an alternative communication device, which is why we will be bringing a satellite phone.

Climate change is affecting how we recreate outside. Please list any expected hazards associated with climate change and how you might address rapidly changing conditions.

Particularly in Colorado, there are many dangers related to climate change that we could expect to encounter. A primary one is wildfires, which have been exacerbated by drought, fire management (or lack thereof), and faster winds. As outlined above, we will do our utmost to avoid wildfires and keep track of burns in the state, as well as smoke conditions. We also expect there to be more erratic and frequent thunderstorms, or alternatively an aggressively hot/cold spell. We are planning our itinerary to avoid biking during thunderstorms and especially biking above treeline during thunderstorms, and will evaluate our situations accordingly should we be in a severe weather event. We are planning on packing enough cold weather gear to endure a cold spell and will be drinking enough water and resting to be biking in higher temperatures. Evacuations are always possible, and we want to avoid them at all costs but not at the expense of our safety. Additionally, one main thing that climate change is affecting is the water supply. Because of hotter temperatures and drought, water supplies are drying up earlier in the year than expected. We are planning on going in July, which should have the most accessible water supply, but we plan on continuously topping up water and carrying extra water on us to account for variable water supplies. There is also the potential for detouring or stopping into unintended towns to get water if necessary.

Budget

Upload a detailed and complete expedition budget.

[Expedition Budget.pdf](#) (76KB)

Uploaded 1/21/2025 9:42pm by Sadie Fleig

What is the total funding request for your trip?

2,839.04

What is the funding request per person?

Sadie: 1,339.36/ Julian: 1,499.68

Describe what measures you have taken to minimize expenses for your expedition.

To minimize our expenses for this expedition we have decided to use rental gear from Outdoor Ed when possible (bike bags), use as many of our own bike tools and backpacking supplies as we can, buy in bulk, and only buy the most necessary items for our trip. We are having a friend drive us from Durango to Denver because flight options are much more expensive. While we are in Durango, we are staying at the hostel instead of a more expensive hotel/motel for one night

(although we cannot stay in a shared bunk area to decrease cost as we have valuable bikes with us that need to be locked and safe). We are staying with Julian's family in Boulder while we do our WFR and right before the trip, as well as on our way out of Denver to further reduce costs. Julian picked the cheapest possible round-trip flights (flights from BTV to DEN are generally expensive), and Sadie decided to drive to reduce costs and avoid shipping a bike (saved \$200).

We are purchasing roughly $\frac{3}{4}$ of our food from bulk and wholesale retailers, but we do think that the local food options we have listed are minimizing expenses in other ways – carbon impact, sustainable agriculture and lack of runoff, shipping costs, etc. If our food options vary depending on availability, we will assess the price and choose the most cost-effective option.

Expedition Agreement

The Expedition Agreement must be printed, read, and signed in ink by each member of the expedition team. Once the Agreement is filled out, it should be scanned into PDF format and uploaded here. The group application will not be considered complete until this form is submitted

[Doc \(1\).pdf](#) (858KB)

Uploaded 1/22/2025 9:12am by Sadie Fleig

Day-By-Day Itinerary

Sadie Pre-Trip

Day A:

Sadie leaves Berkeley, CA and drives 9 hours 44 minutes to The Knolls Recreation Area outside of Salt Lake City, Utah. She will sleep in her truck bed (with topper).

Day B:

Sadie drives 9 hours and 48 minutes from The Knolls Recreation Area to Julian's uncle's house in Boulder.

Day C - H:

WFR course in Golden, CO at Colorado School of Mines

Commute – 30 minutes each way

Getting food supplies; mailing resupplies

Day I - J:

Weekend before trip; get bikes re-serviced, pack all gear and get fully ready

Julian Pre-Trip

Day A:

Julian is driven to the Burlington International Airport (BTV) by his family and flies from BTV to DIA. He is picked up by his aunt and is driven to his uncle's house in Boulder.

***C-H + I-J same as Sadie**

July -- Day 1

First six miles are a gradual sloping dirt road – next 15 are steeper, loose dirt, and rocky. A few hike-a-bike sections.

Closest 24/7 Medical Facility: UCHealth Highlands Ranch Hospital - 1500 Park Central Dr, Highlands Ranch, CO 80129 (720) 516-1000

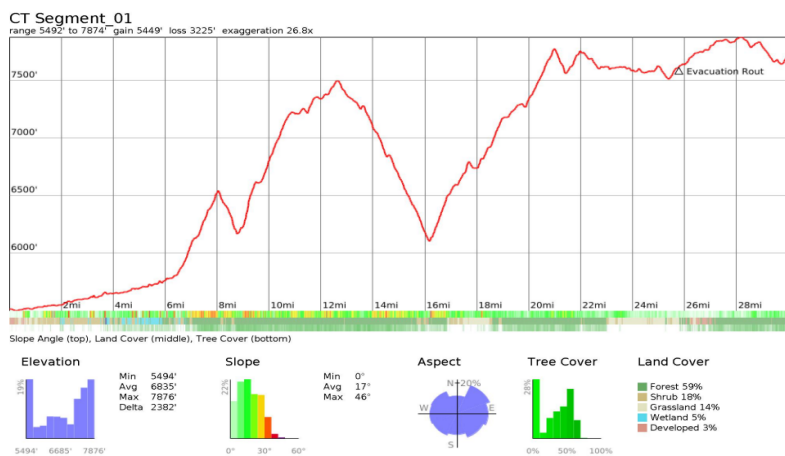
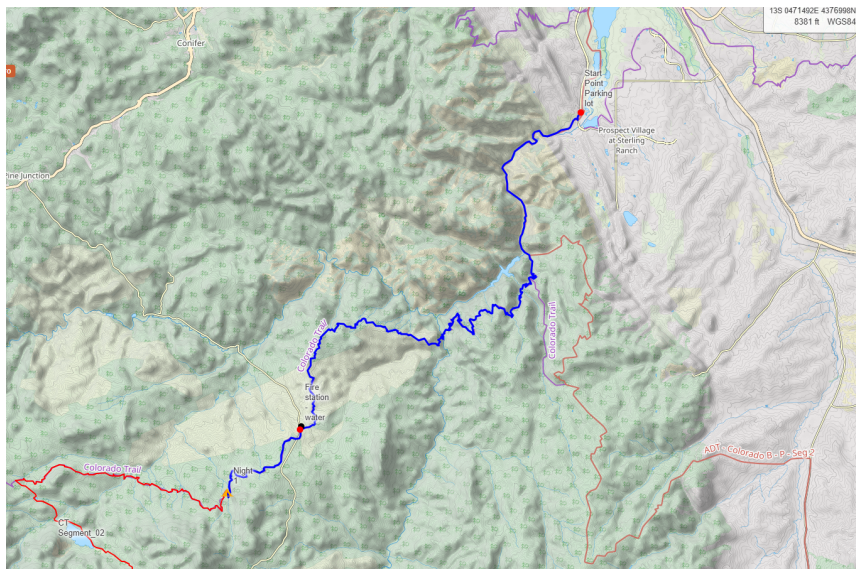
Closest Bike Shop: Any and All Bike Shop - 3444 S Broadway Englewood, CO 80113 (303)-995-3731

Elevation Gain: 5,449' Elevation Loss: 3,225'

Mileage: 30.24 mi

Possible Hazards-- Sun exposure, thunderstorms, foot-traffic near Denver

Evacuation Route-- We can return to the parking lot-- this will be mostly downhill. Additionally, we will cross county rd 126 around mile 25. This road leads into the town of Buffalo Creek, which is our evacuation plan for the later part of the day. We can notify people on trail if we need to.



July -- Day 2

Steep descent and climb before we reroute around the Lost Creek Wilderness Area, doing $\frac{1}{3}$ of the 71-mile detour on dirt road.

Closest 24/7 Medical Facility: UCHealth Highlands Ranch Hospital - 1500 Park Central Dr, Highlands Ranch, CO 80129 (720) 516-1000

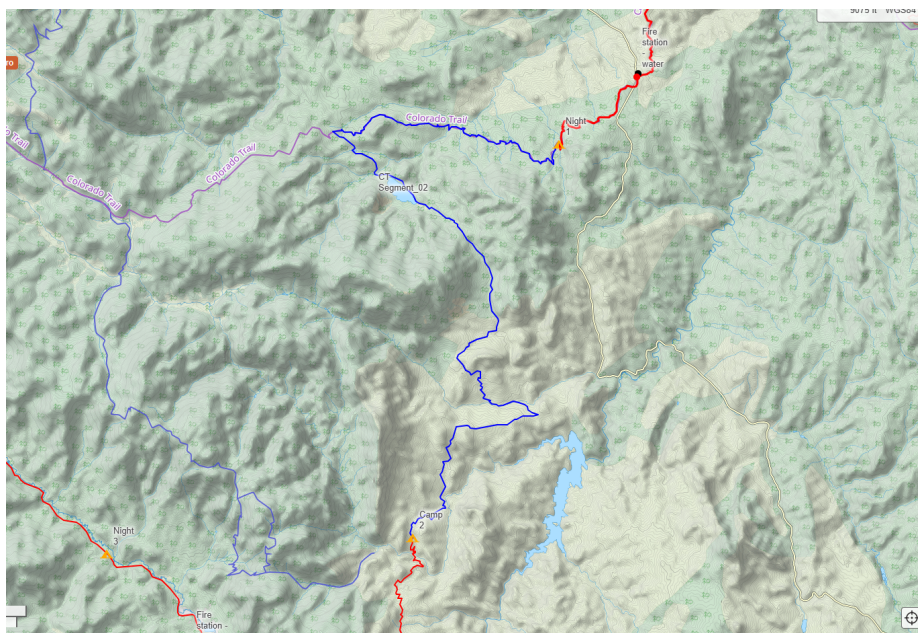
Closest Bike Shop: Any and All Bike Shop - 3444 S Broadway Englewood, CO 80113 (303)-995-3731

Elevation Gain: 4,283' **Elevation Loss: 3,885'**

Mileage: 29.69 mi

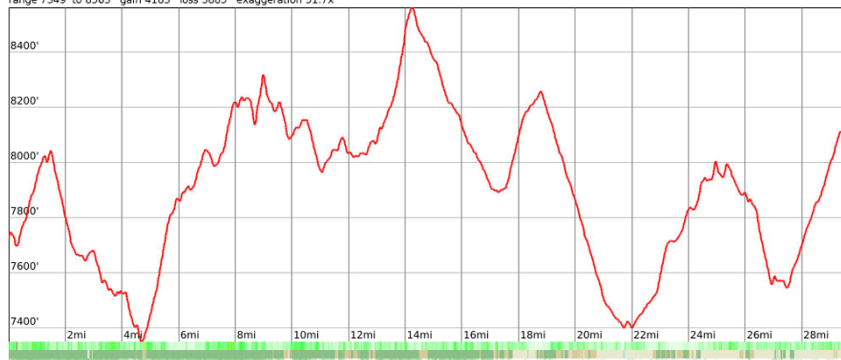
Possible Hazards-- Sun exposure, thunderstorms, cars on dirt road detour.

Evacuation Route-- Along dirt road (Wellington Lake Road) find people. There are many options along the road where people will likely be recreating. Wellington Lake, Windy Peak outdoor lab, etc.



CT Segment 02

range 7349' to 8563' gain 4183' loss 3885' exaggeration 51.7x



Slope Angle (top), Land Cover (middle), Tree Cover (bottom)



July -- Day 3

Another 25 miles on the up and down Tarryall fire road detour. Slight recovery from two days of larger elevation gain. Will stop by multiple streams along the way.

Closest 24/7 Medical Facility: UCHealth Emergency Care Pikes Peak Regional Hospital - 16420 US-24, Woodland Park, CO 80863 (719) 374-6060

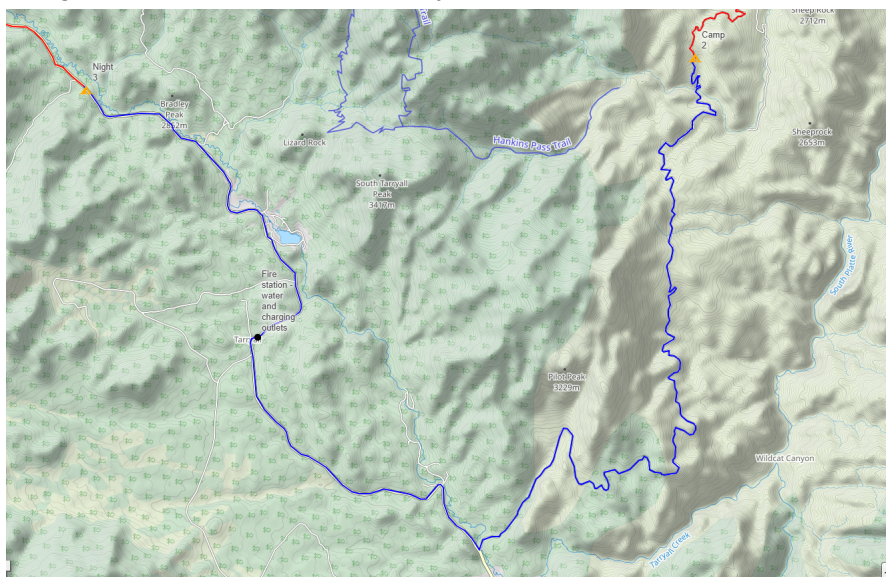
Closest Bike Shop-- Team Telecycle - 615 S Baldwin St #2, Woodland Park, CO 80863 (719)687-6165

Elevation Gain: 3,009' Elevation Loss: 2,339'

Mileage: 24.96 mi

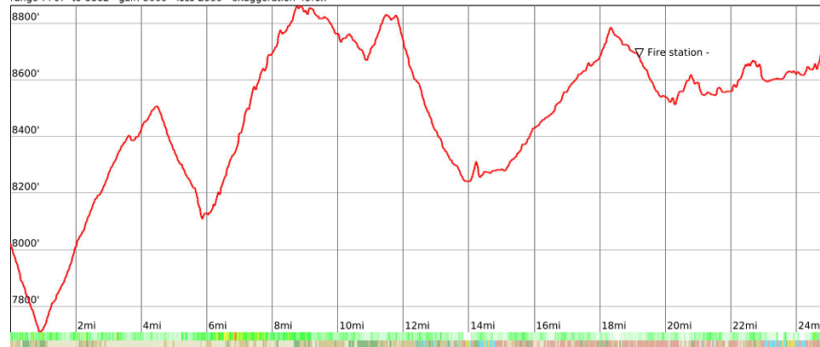
Possible Hazards-- Sun exposure, thunderstorms, cars on dirt road detour.

Evacuation Route-- Continue on route to Bayou Salado reservoir (or backtrack if we have already passed it). This is a recreation area with people and resources. Contact people we see along the road; fishers, hikers, day rec. people.



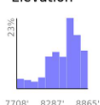
CT Segment_03

range 7707' to 8862' gain 3009' loss 2339' exaggeration 45.6x



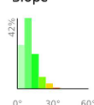
Slope Angle (top), Land Cover (middle), Tree Cover (bottom)

Elevation



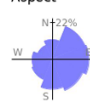
Min 7708'
Avg 8472'
Max 8865'
Delta 1156'

Slope

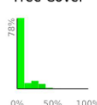


Min 0°
Avg 10°
Max 35°

Aspect



Tree Cover



Land Cover

Grassland 32%
Shrub 24%
Developed 24%
Forest 12%
Wetland 6%

July -- Day 4

14 miles on the Tarryall detour fire road with minor elevation changes before rejoining with the CT after Kenosha Pass. Climb all the way up to Georgia Pass on dirt, slightly rocky singletrack.

Closest 24/7 Medical Facility: CommonSpirit St. Anthony Summit Hospital - 340 Peak One Dr, Frisco, CO 80443 - (970) 668-3300

Closest Bike Shop: Elevation Ski and Bike - 324 N Main St Breckenridge, CO 80424 (970) 453-2499

Elevation Gain: 4,593' Elevation Loss: 3,107'

Mileage: 34.60 mi

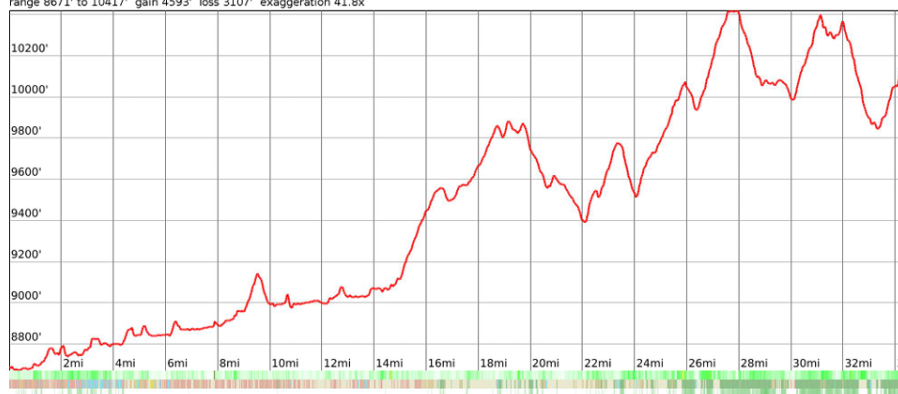
Possible Hazards-- Sun exposure, cars, day hikers

Evacuation Route-- On dirt road: Backtrack to Bayou Salado reservoir, or Stagecoach Saloon (along route). Once we are back on trail, we have the option of backtracking to Stagecoach Saloon, or help from Kenosha Pass Campground.



CT Segment 04

range 8671' to 10417' gain 4593' loss 3107' exaggeration 41.8x



Slope Angle (top), Land Cover (middle), Tree Cover (bottom)



July -- Day 5

Start the day with a climb and then descend into Breckenridge, where we will bike the 9 miles of paved bike trail to Frisco and pick up our resupply at USPS. Short climb to our camp from Frisco.

Closest 24/7 Medical Facility: CommonSpirit St. Anthony Summit Hospital - 340 Peak One Dr, Frisco, CO 80443 - (970) 668-3300

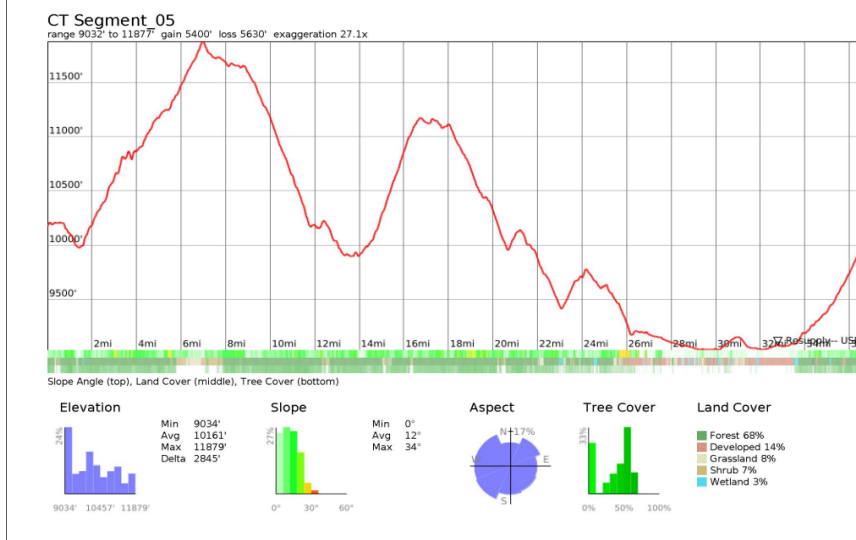
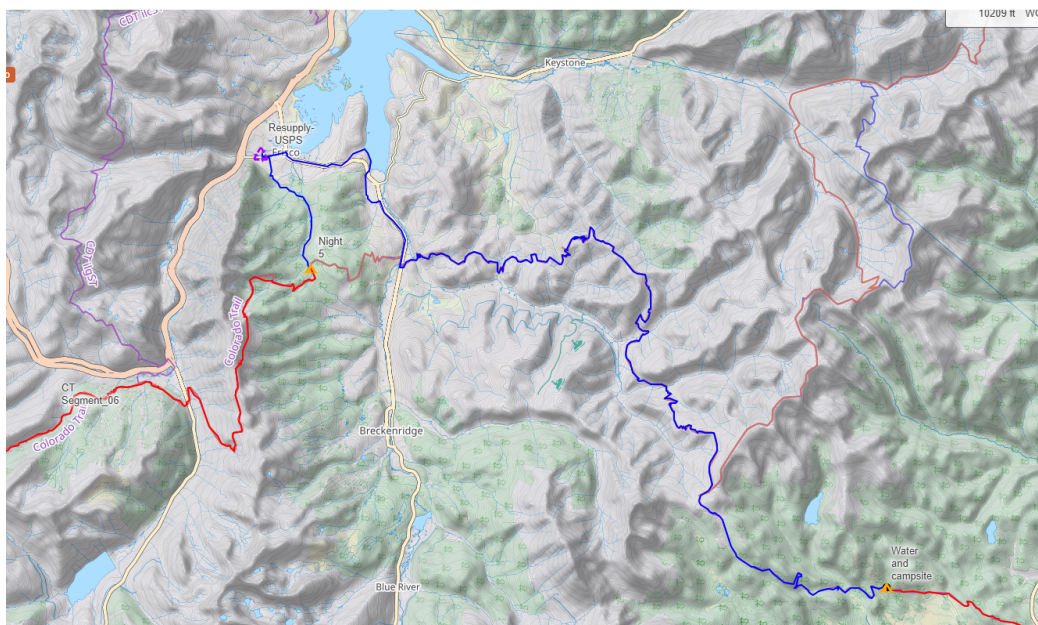
Closest Bike Shop: Rebel Sports - 220 Main St, Frisco, CO 80443 (970) 668-2759

Elevation Gain: 5,400' Elevation Loss: 5,630'

Mileage: 36.45 mi

Possible Hazards-- Day hikers/bikers near Breckenridge, cars from Breck to Frisco (mostly mitigated by staying on bike path).

Evacuation Route-- Get to CR 6 which we can take into Breck. Throughout the day there will be trails/4WD roads that connect to CR 6. Or continue on route to Breck/Frisco.



July -- Day 6

Gold Hill segment – lots of hike-a-bike and our biggest day of climbing so far. Steep dirt descent into Copper Mountain, and then follow the trail riding up the valley towards Searle Pass.

Closest 24/7 Medical Facility: CommonSpirit St. Anthony Summit Hospital - 340 Peak One Dr, Frisco, CO 80443 - (970) 668-3300

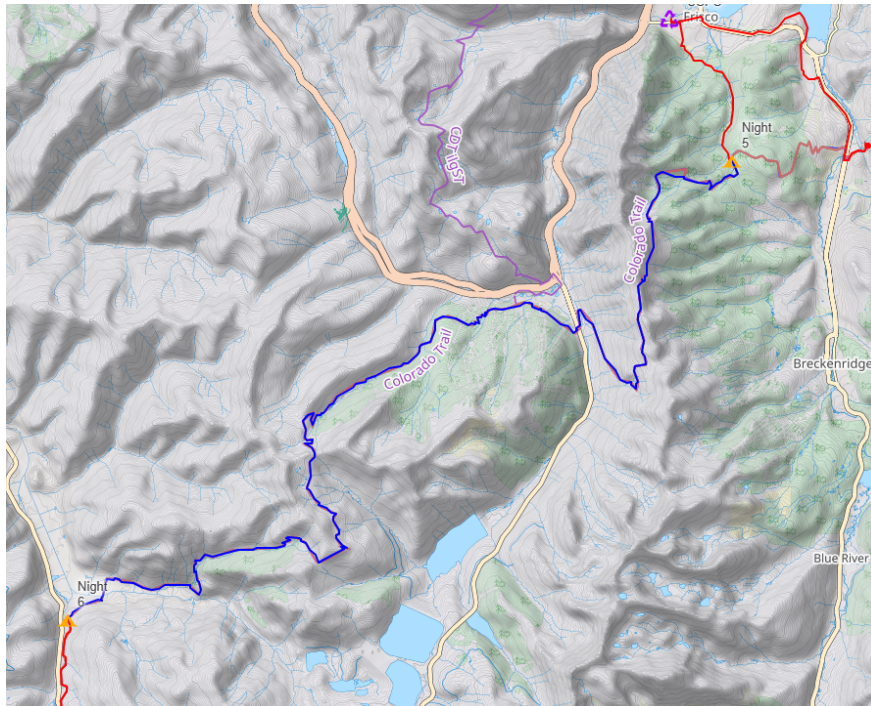
Closest Bike Shop: Rebel Sports - 220 Main St, Frisco, CO 80443 (970) 668-2759

Elevation Gain: 6,234' Elevation Loss: 6,512'

Mileage: 28.55 mi

Possible Hazards-- Sun exposure, afternoon thundershowers, day hikers/bikers, snow

Evacuation Route-- Backtrack to Frisco. We will be passing Copper Mountain which is one evac option. Later in the day, we can go to US 24 and follow that into Minturn.



CT Segment 06

range 9321' to 12507' gain 6234' loss 6512' exaggeration 18.9x



July -- Day 7

Climb into Leadville, then descent to Twin Lakes with fun singletrack before a climb just before camp.

Closest 24/7 Medical Facility: St Vincent General Health - 816 W 4th St, Leadville, CO 80461 - (719) 486-0230

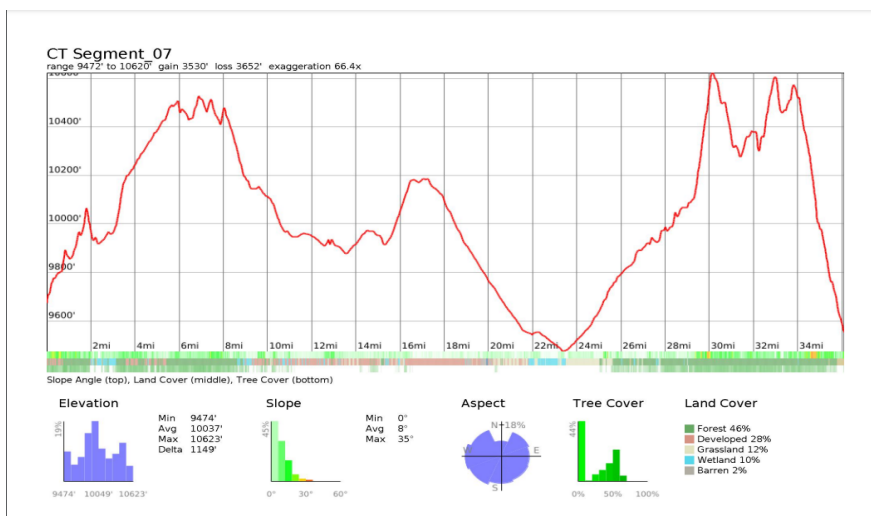
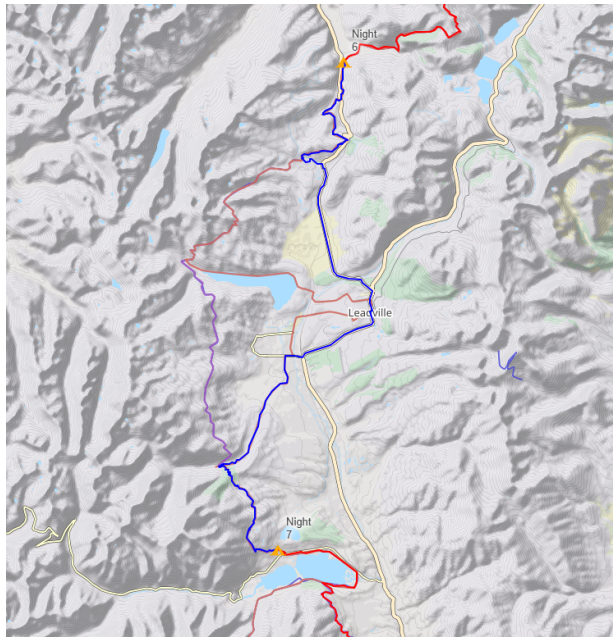
Closest Bike Shop: Leadvelo Bicicasa - 719 Harrison Ave, Leadville, CO 80461 (719) 293-2362)

Elevation Gain: 3,530' Elevation Loss: 3,652'

Mileage: 36.10 mi

Possible Hazards-- Cars along US 24, sun exposure, thunderstorms

Evacuation Route-- Evac to Leadville- Follow/back track on route to Leadville.



July -- Day 8

Zero day at Twin Lakes to recover from first stretch/buffer time if any of the previous days takes longer than anticipated. Will take a small "bath" in the lake and rinse out clothes.

Closest 24/7 Medical Facility: St Vincent General Health - 816 W 4th St, Leadville, CO 80461 - (719) 486-0230

Closest Bike Shop: Leadvelo Bicicasa - 719 Harrison Ave, Leadville, CO 80461 (719) 293-2362)

July -- Day 9 (segment 8)

Twin Lakes into BV. A little climbing before another routed detour with roughly 20 miles of downhill sloping bike trail. Pickup resupply in BV at the post office, then repack and climb rocky singletrack to our camp.

Closest 24/7 Medical Facility: Heart of the Rockies Regional Medical Center- 1000 Rush Drive, Salida, CO 81201 +17195302200

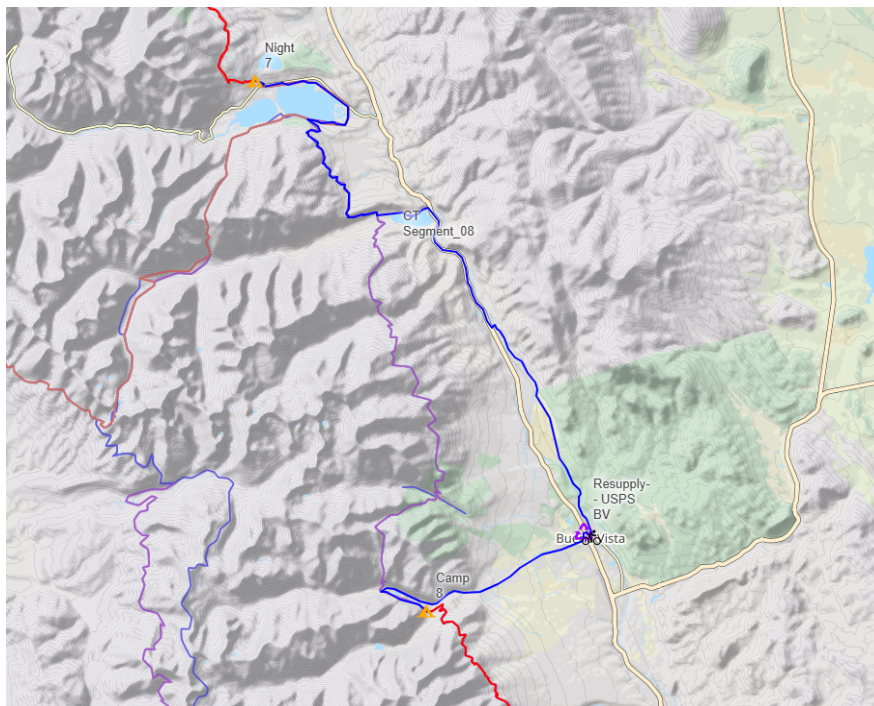
Closest Bike Shop: Boneshaker Cycles, BV - 310 E Main Buena Vista, CO 81211 (719) 966-5075

Elevation Gain: 3,593' Elevation Loss: 4,131'

Mileage: 42.69 mi

Possible Hazards-- Cars, sun exposure, thunderstorms

Evacuation Route-- Evac to Buena Vista/US 24 -- along route



CT Segment 08

range 7959' to 9936' gain 3593' loss 4131' exaggeration 45.6x



July -- Day 10 (segment 9) Buena Vista up to Monarch – hard day, very steep climbs with a lot of hike-a-bike.

Closest 24/7 Medical Facility: Heart of the Rockies Regional Medical Center- 1000 Rush Drive, Salida, CO 81201 +17195302200

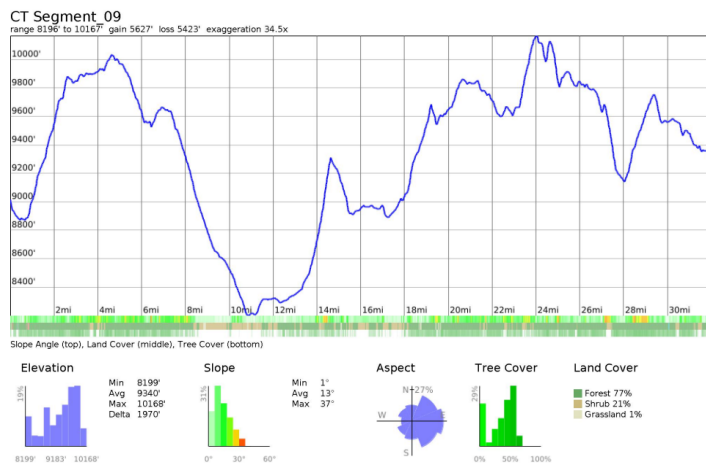
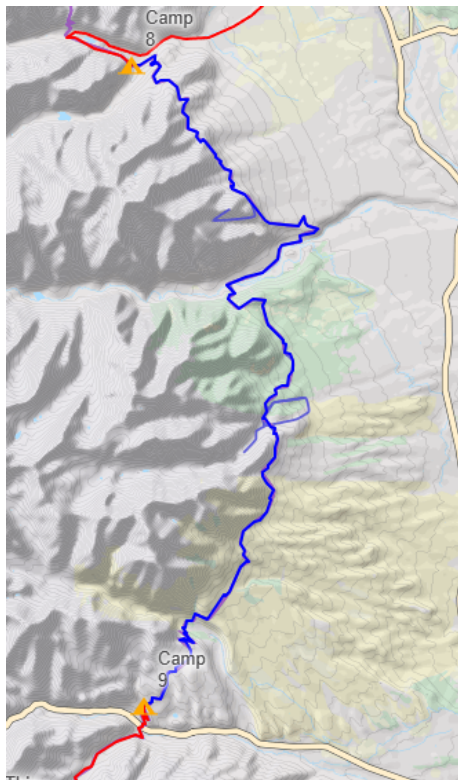
Closest Bike Shop: Boneshaker Cycles, BV - 310 E Main Buena Vista, CO 81211 (719) 966-5075

Elevation Gain: 5,672' Elevation Loss: 5,423'

Mileage: 32.15 mi

Possible Hazards-- motos on trail, loose trail, rocks, sun exposure, thunderstorms, no water

Evacuation Route-- CR 162 at mile ~10 to US 24 back to Buena Vista. End of the day- CR 240 to US 50 into Salida.



July -- Day 11 (segment 10)

Continuation of the climb towards Monarch. This trail is used by motos so the going is loose and tough at times. If this is not a good option/too dangerous with motos we will take the Highway 50 bypass route to Monarch Crest and continue riding where the trail meets up with the highway.

Closest 24/7 Medical Facility Heart of the Rockies Regional Medical Center- 1000 Rush Drive, Salida, CO 81201 +17195302200

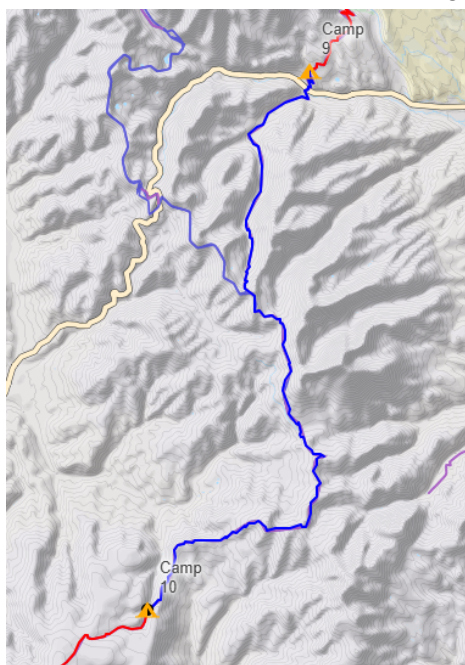
Closest Bike Shop: Absolute Bikes - 330 W Sackett Ave Salida CO, 81201 (719) 539-9295

Elevation Gain: 5,420' Elevation Loss: 4,288'

Mileage: 26.34 mi

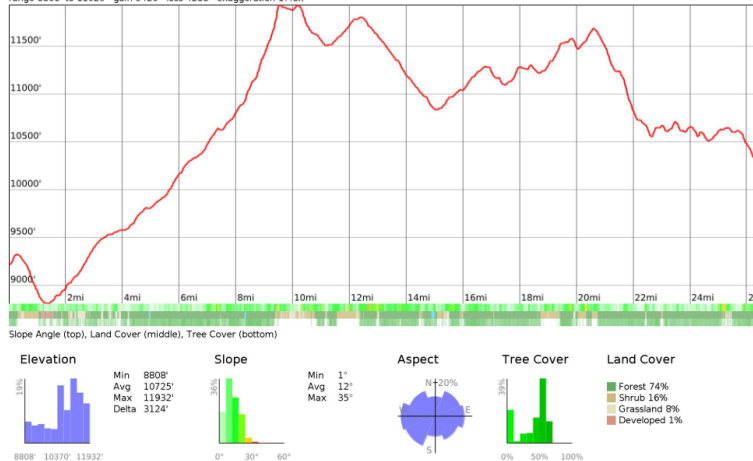
Possible Hazards-- Motorcycles on trail, looser trail, sun exposure, thunderstorms, no water

Evacuation Route-- We will be right by Highway 50 for the first section and could ride back downhill into Salida. Halfway through the day we will cross Marshal Pass Rd which we can take to US 285, then into Poncho Springs



CT Segment 10

range 8806' to 11929' gain 5420' loss 4288' exaggeration 17.8x



July -- Day 12 (segment 11)

Monarch Trail!! Mix between climbing and descending. Steep and flowy, loose singletrack
Closest 24/7 Medical Facility: Heart of the Rockies Regional Medical Center- 1000 Rush Drive, Salida, CO 81201 +17195302200

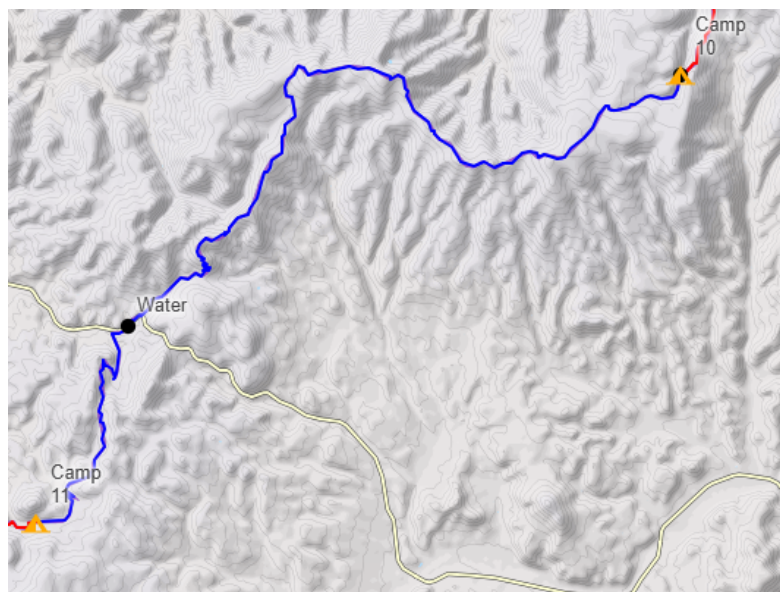
Closest Bike Shop: Absolute Bikes - 330 W Sackett Ave Salida CO, 81201 (719) 539-9295

Elevation Gain: 5,272' Elevation Loss: 5,965'

Mileage: 32.28 mi

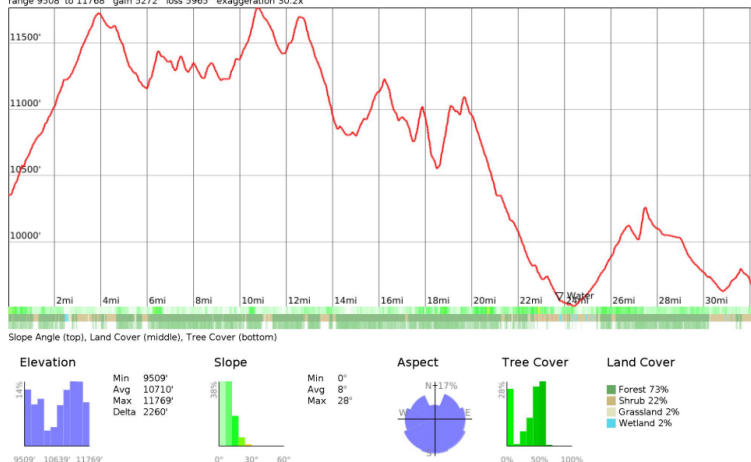
Possible Hazards-- Motorcycles on trail, looser trail, sun exposure, thunderstorms. More remote--make sure to have enough water. This day is primarily at high elevation. We will get an early start to avoid thunderstorms.

Evacuation Route-- Dutchman creek trail, quickly turn onto Left Hand trail to FR 781. Follow rd to US 50. Here we can go west to get to Gunnison. This is a main road, likely to find help soon once we reach the road. Towards the end of the day we will cross CO 114 which we can take US 50 then Gunnison.



CT Segment 11

range 9508' to 11768' gain 5272' loss 5965' exaggeration 30.2x



July – Day 13

Zero day we are building in to factor in exhaustion/minor issues/mechanicals – we may or may not take it depending on how we feel.

Closest 24/7 Medical Facility : Gunnison Valley Health Hospital - 711 N Taylor St, Gunnison, CO 81230 +19706411456

Closest Bike Shop: Lake City Bicycles Inc - 528 Pine St, Lake City, CO 81235 (970)944-0405

July -- Day 14 (segment 12)

Almost immediately we will take the bypass fire road detour around the wilderness area and finish with a descent into Cathedral Ranch. Will pick up our resupply box and continue biking and camp farther away from their property on trail at a primitive campsite.

Closest 24/7 Medical Facility: Gunnison Valley Health Hospital - 711 N Taylor St, Gunnison, CO 81230 +19706411456

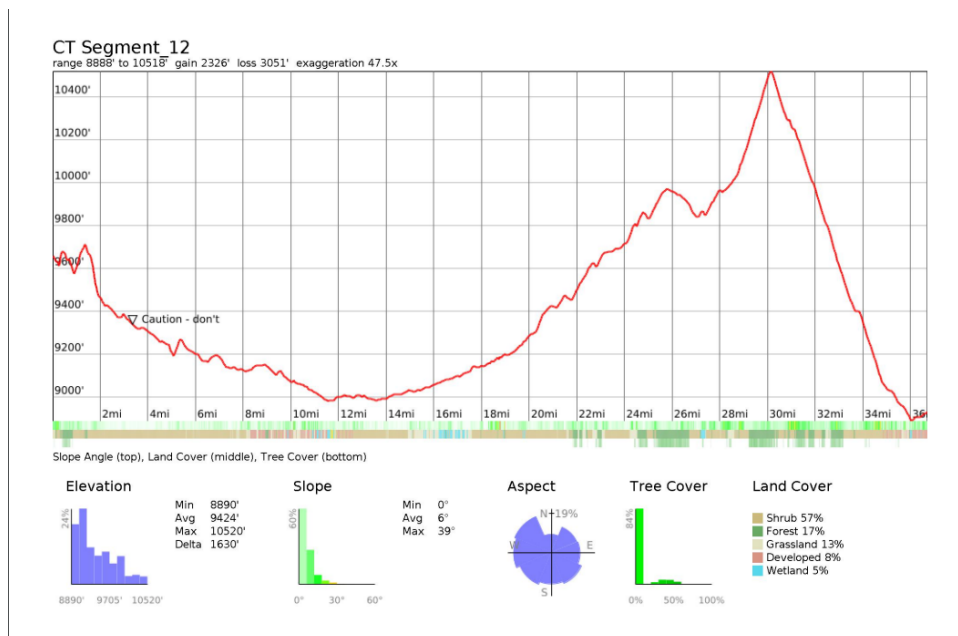
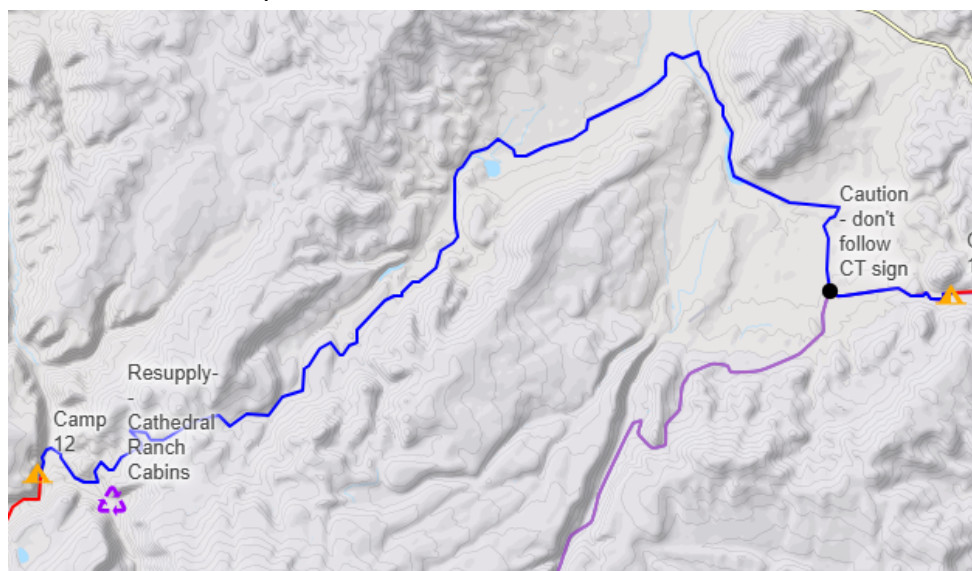
Closest Bike Shop: Lake City Bicycles Inc - 528 Pine St, Lake City, CO 81235 (970)944-0405

Elevation Gain: 2,326' **Elevation Loss: 3,051'**

Mileage: 36.71 mi

Possible Hazards-- Cars, sun exposure, thunderstorms

Evacuation Route-- Follow route to Cathedral Ranch. Most of this day is on road detour-- easier access to help.



July -- Day 15 (segment 13)

Low grade climbing on gravel road. Long descent off of Slumgullion Pass. When we rejoin with the CT, intense hike-a-bikes on a steep, rocky climb.

Closest 24/7 Medical Facility: Gunnison Valley Health Hospital - 711 N Taylor St, Gunnison, CO 81230 +19706411456

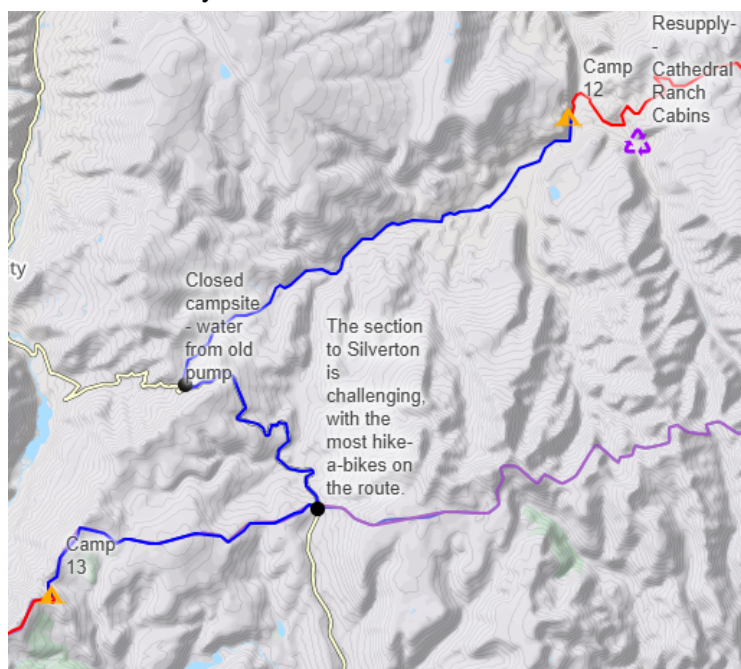
Closest Bike Shop : Lake City Bicycles Inc - 528 Pine St, Lake City, CO 81235 (970)944-0405

Elevation Gain: 5,174' Elevation Loss: 2,215'

Mileage: 30.97 mi

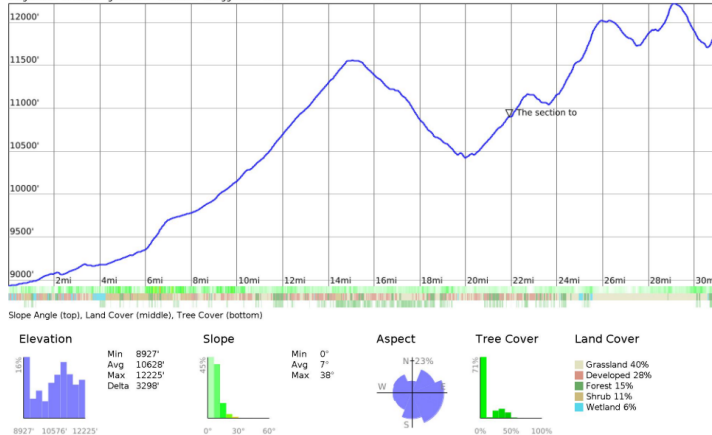
Possible Hazards-- Cars, sun exposure, thunderstorms, technical riding once we're back on trail.

Evacuation Route-- Follow CO 149 around mile 15 into Lake City. For most of the day past CO 149, it will be best to backtrack to CO149. Past mile 25, our evac route will be BLM 3322 to CO 149 to Lake City.



CT Segment 13

range 8927' to 12228' gain 5174' loss 2215' exaggeration 19.8x



July -- Day 16 (segment 14) - high point of the CT at 13,247'. Talus fields will make riding impossible in some sections; extensive hike-a-bikes and switchbacks. Likely will not be able to ride for multiple miles – riding over Sargeant's Mesa.

Closest 24/7 Medical Facility: Gunnison Valley Health Hospital - 711 N Taylor St, Gunnison, CO 81230 +19706411456

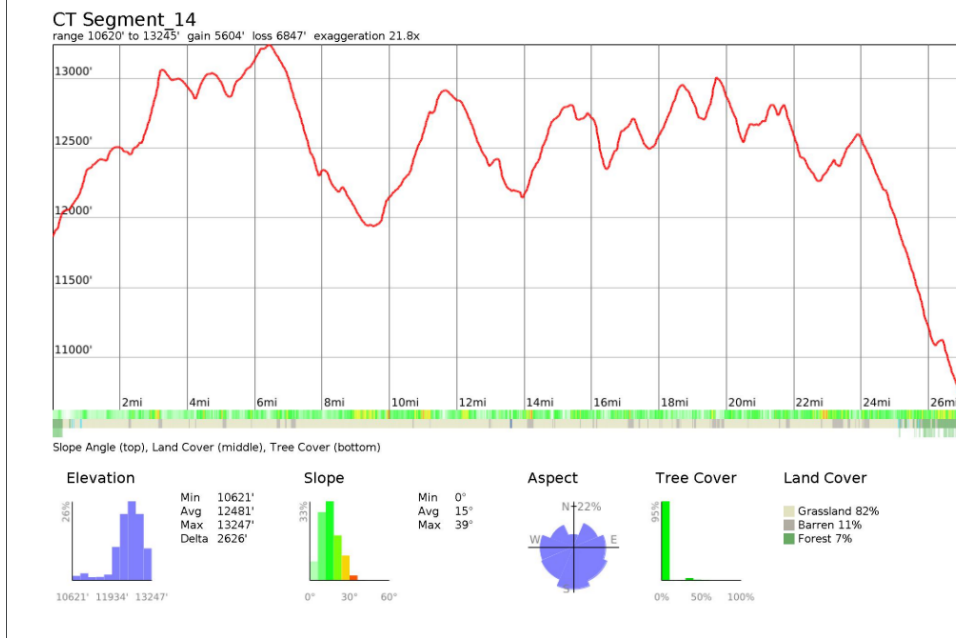
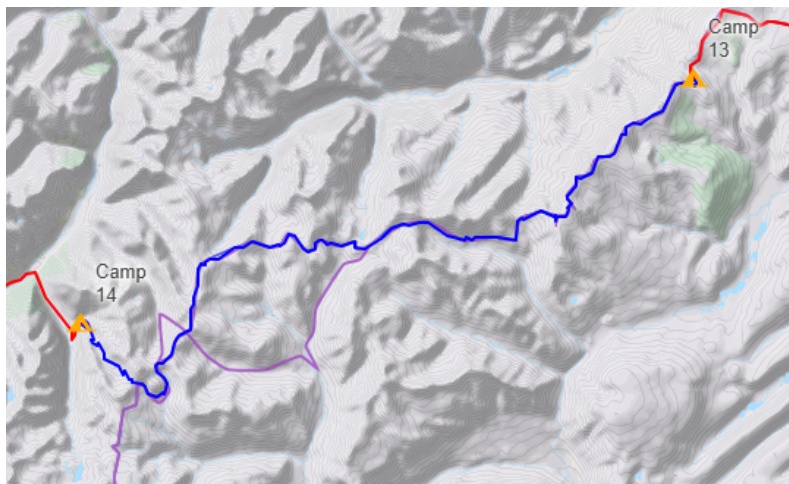
Closest Bike Shop: Pedal the Peaks Silverton - 906 Greene St, Silverton, CO 81433 (970) 387-9875

Elevation Gain: 5,604' Elevation Loss: 6,847'

Mileage: 27.12 mi

Possible Hazards-- Sun exposure, thunderstorms, more hikers/bikers closer to Silverton.

Evacuation Route-- FS 568 or Cataract Gulch Trail to CR 30 to CO 149 to Lake City. FS 568 is before Cataract Gulch trail. The second half of the day, our best evac route will be to Silverton. At mile 19 we can take Upper Minnie Gulch trail to CR 24 then to CR2 to Silverton. Towards the end of the day, we can continue on route into Silverton.



July -- Day 17 (segment 15)

Finish of descent into Silverton, pickup resupply box at USPS. Road climb out of Silverton where we rejoin with CT, then climbing on trail up to Molas Pass. Start the descent to camp.

Closest 24/7 Medical Facility: Common Spirit Mercy Hospital - 1010 Three Springs Blvd, Durango, CO 81301 (970) 247-4311

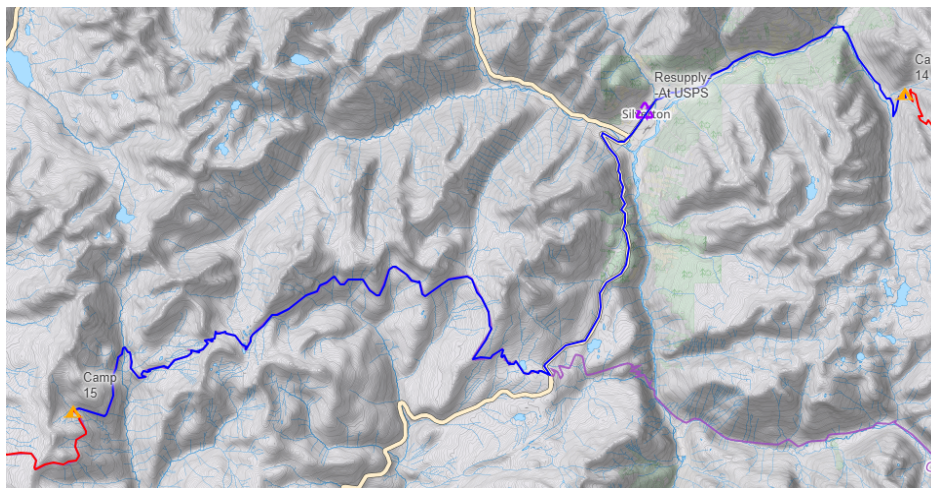
Closest Bike Shop: Pedal the Peaks Silverton - 906 Greene St, Silverton, CO 81433 (970) 387-9875

Elevation Gain: 4,774' Elevation Loss: 4,193'

Mileage: 30.20 mi

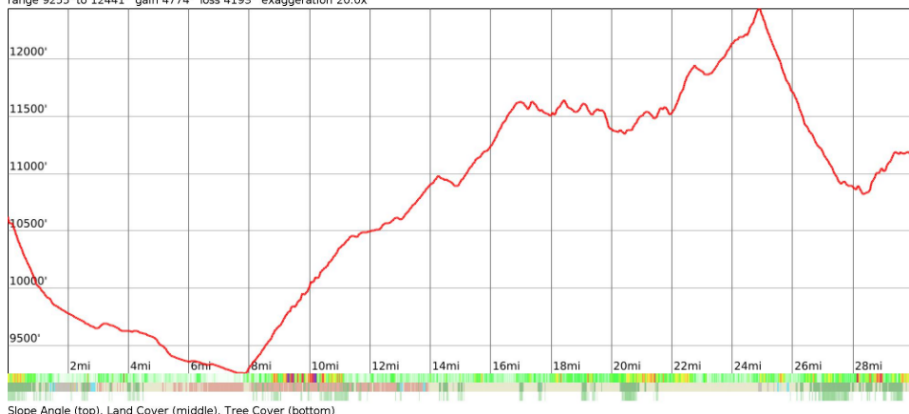
Possible Hazards-- High elevation- risk of thunderstorms (early start to mitigate this), sun exposure

Evacuation Route-- Most of the day, we can backtrack into Silverton. This will be mostly downhill. At mile 26, we can take White Creek trail, follow ridge trail to US 550 to Purgatory Ski Resort (route on caltopo). This will be our evac plan for the end of the day.



CT Segment 15

range 9255' to 12442' gain 4774' loss 4193' exaggeration 20.0x



Slope Angle (top), Land Cover (middle), Tree Cover (bottom)



July -- Day 18 (segment 16)

Finish the Molas Pass descent, then steep climb and traversing up to Kennebec Pass; one of the larger elevation days, and then start the descent into Durango.

Closest 24/7 Medical Facility: Common Spirit Mercy Hospital - 1010 Three Springs Blvd, Durango, CO 81301 (970) 247-4311

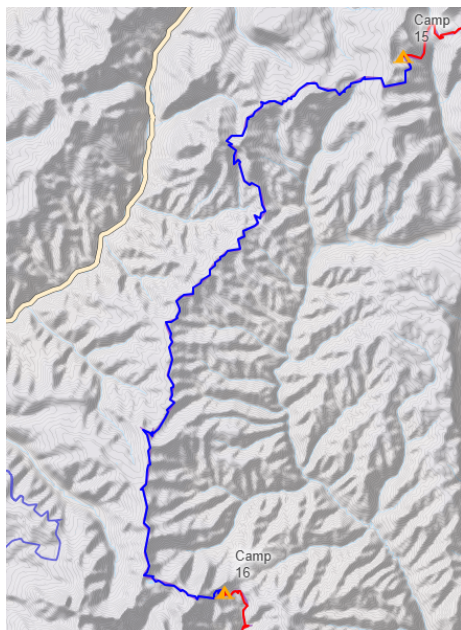
Closest Bike Shop: Durango Cyclery - 143 E 13th Street Durango, CO 81301 (970)-247-0747

Elevation Gain: 6,657' Elevation Loss: 7,477'

Mileage: 37.28 mi

Possible Hazards-- Big day, high elevation towards the end of the day--risk of thunderstorms (if needed we will camp lower elevation and finish the trail the following day). Sun exposure

Evacuation Route-- At mile 7.8 take a right on the trail that leads to County Road North. Follow this road into Rico. At mile 15, option to take Scotch creek trail to CO 145 which we can follow north to Rico. For the end of the day, we can take the Grindstone trail at mile 29.5 to Hillside connector. This takes us to Hillside Rd which we can follow to CO 145 then Rico.



CT Segment 16

range 10338' to 12293' gain 6657' loss 7477' exaggeration 40.3x



July -- Day 19 (segment 17)

Keep descending from Kennebec Pass into Durango! Almost completely downhill – our lowest elevation gain day of the trip.

Closest 24/7 Medical Facility: Common Spirit Mercy Hospital - 1010 Three Springs Blvd, Durango, CO 81301 (970) 247-4311

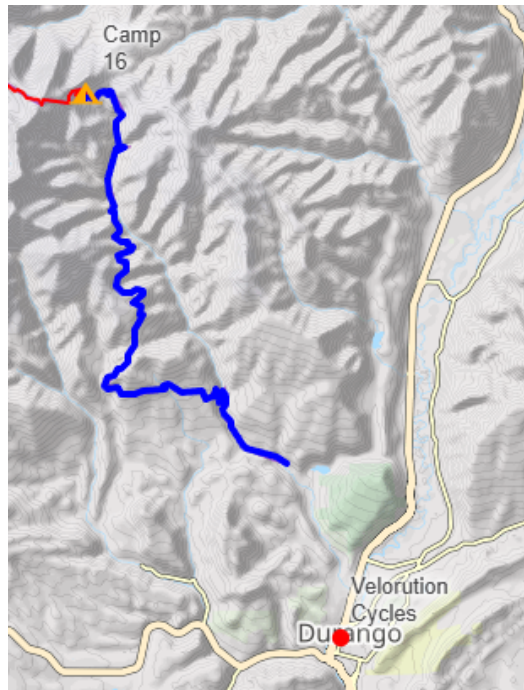
Closest Bike Shop: Durango Cyclery - 143 E 13th Street Durango, CO 81301 (970)-247-0747

Elevation Gain: 1,680' Elevation Loss: 5,062'

Mileage: 18.36 mi

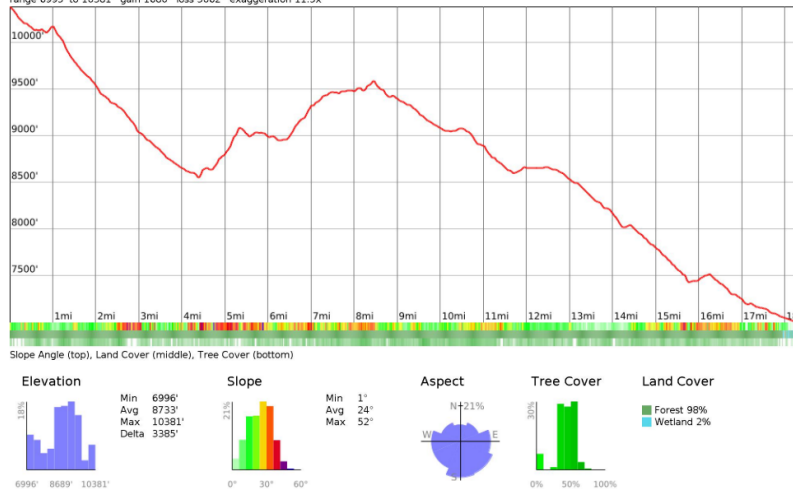
Possible Hazards-- Sun exposure, thunderstorms, more hikers/bikers near Durango.

Evacuation Route-- Continue into Durango!! We're almost there!!



CT Segment 17

range 6995' to 10381' gain 1680' loss 5062' exaggeration 11.5x



Post-Trip Itinerary

Day AA (both):

Julian and Sadie are picked up by a friend in Durango and are driven back to Boulder to Julian's uncle's house, stopping at Colorado Springs on the way to drop off Outdoor Education gear.

Day BB (both/Sadie):

Sadie drives Julian to DIA for his flight. He will be picked up from BTV from the airport by his family. Once Sadie drops Julian off, she will drive 2 hours and 58 minutes from Denver to Carbondale, CO to stay with a friend.

Day CC (Sadie):

Sadie drives 7 hours and 5 minutes from Carbondale, CO to The Knolls Recreation Area in Utah and sleeps in her truck.

Day DD (Sadie):

Sadie drives 9 hours and 30 minutes from The Knolls Recreation area to Berkeley, CA.

Equipment List

Sadie Personal Gear

Chamois x2
Riding shirt
Long underwear sleeping shirt
Sleeping socks
Cycling socks
Smartwool leggings
Sports bra
Synthetic underwear x2
Pullover fleece
Puffy jacket
Warm hat
Rain jacket
Rain pants (insulation)
Buff
Toothbrush/toothpaste
Travel deodorant/wipes
Chapstick
Riding gloves
Bike shoes
Helmet
Sunglasses
Glasses
Contacts
Prescription medication
Diva Cup
Hair ties
Bowl/spoon/mug
Small sketchbook
Pen
Wallet + ID/Cash
Sunscreen
Running vest w/in-line system
Camp sandals
Waterproof watch
Water bottles

Julian Personal Gear

Chamois x2
Riding shirt
Sleeping socks
Cycling socks

Long underwear (top and bottom)

Synthetic underwear x2

Pullover fleece

Puffy jacket

Warm hat

Rain jacket

Rain pants (insulation)

Buff

Toothbrush/toothpaste

Travel deodorant/wipes

Chapstick

Riding gloves

Bike shoes

Helmet

Sunglasses

Bowl/spoon/mug

Small sketchbook

Pen

Wallet + ID/Cash

Sunscreen

Water bottles

Group Equipment

Kitchen

MSR Pocket Rocket

Fuel canister x3 (1 brought, 2 purchased during resupply)

Knife

Backpacking pot + lid

Hand sanitizer

General

Headlamp x2

Sleeping bag x2

Sleeping pad x2

Pad repair kit

2-person tent

Trowel

Paracord (20 yards)

Stuff sacks for bear hangs x2

Carabiner

Sawyer water filter x2

Bike lock

First Aid Kit (mentioned more in-depth)

Ziploc bags x5

Toilet paper

Waste baggies x2
Chamois butter/cream
Bear spray x 2 (1 personal, 1 purchasing)
Skin repair cream

Navigation/Communication

Compass
Laminated maps
SAT phone
Mobile phones x2 (with downloaded contacts, etc)
Portable charger x2

Bike Equipment

Bikes

Sadie: 2019 Evil Calling frame with XT Shimano Drivetrain, 12sp, 130/140mm suspension
Julian: 2017 Specialized frame, 130/140mm suspension

Bags

Handlebar bag x2
Saddle bag x2
Tank bag x2
Feed bags x4
Fork cage x2
Frame bag x1 (only Julian's bike has space for a frame bag)

Repair*

Tire pump
Tire levers
Bacon strips
Patch kit
Derailleur hangers x2
Chain lube
Multitools x2
(with chain breaker, allen keys, screwdrivers)
Brake pad set x2
Small rag
Tube 27.5"
Tube 29"
Gorilla tape
Quick-links (2x12sp)
Shifting cables x2
Leatherman
Wolftooth Valais clamp (clamps broken dropper post)

*This is the repair gear that is required to fix a multitude of issues that could arise in the field. However, we are not carrying sealant, more than one extra tube/person, or spokes because of the quantity of bike shops we pass through on our expedition. If any of the replaceable materials above are utilized in the field, we will replace them at the next town/resupply we stop through, unlike other bikepacking trips where there is no chance to go by repair shops. For any mechanicals that damage our bikes where we cannot ride them and fix them, we will be able to walk.

First Aid Kit

Wound Care/Blister/Burn

- 3 - Gauze Sterile Dressing , 4" x 4"
- 3 - Gauze Sterile Dressing, 2" x 2"
- 2 - Non Adherent Sterile Dressing, 3" x 2"
- 5 - Fabric Adhesive Bandages, 1" x 3"
- 4 - Fabric Adhesive Bandages, Knuckle
- 2 - Bandage, Conforming Gauze, Non-Sterile, 3"
- 1 - Tape, 1" x 10 yards
- 10 - Wound Closure Strips, .25" x 4"
- 1 - Syringe, Irrigation, 12cc
- 1 - Povidone Iodine, .75oz
- 2 - Moleskin, Pre-Cut and Shaped, 1 sheet
- 2 - Cotton Tip Applicator, Pkg 2

Bleeding/CPR

- 1 - Nitrile Gloves, Pair

Fracture/Sprain

- 1 - Bandage, Elastic w/ Velcro Closure, 3"
- 1 - Triangular Bandage
- 3 - Safety Pins

Medication

- 4 - Ibuprofen, 200mg, Pkg 2
- 3 - Acetaminophen, 500mg, Pkg 2
- 4 - Antihistamine (Diphenhydramine 25mg)
- 4 - Diamode (Loperamide HCL 2 mg)
- 1 - Aspirin, 325mg, Pkg 2

Antiseptics/Wipes

- 2 - After Bite Sting and Itch Relief Wipes
- 6 - Antiseptic Wipes
- 4 - Alcohol Swab
- 4 - Triple Antibiotic Ointment, 1/32oz
- 1 - Tincture of Benzoin

Instruments

- 1 - Tweezer
- 1 - Roll Duct Tape, 2" x 5 yards
- 3 - Thermometer, disposable
- 1 - Pencil
- 1 - Accident Report Form

Food Plan

Sadie and Julian have different caloric intakes – Sadie plans on consuming around 2,900 - 3,000 kcal/day and Julian plans on consuming around 3,300 - 3,500 kcal/day. We have come up with these numbers based on height, weight, sex, and activity levels, as well as our knowledge about caloric consumption during continuous strenuous biking. We will be using dehydrated meals during dinner for ease and size considerations of bikepacking, and a large proportion of our foods will be lunch food/snacks that have high sugar content in order to be easily metabolized during exercise. Breakfasts will be oatmeal and instant grits, as these have complex carbohydrates and fiber content which will help with sustained energy. Some of our dinners have lower or higher calories, and these will be eaten on days that correspond to output, for example, our higher calorie dinners will be eaten after days with longer miles/harder climbs.

In order to leverage our impact, we are buying $\frac{3}{4}$ of our dinner meals and two of our snacks/day fuel from smaller, more sustainable companies that work hard to source local and regenerative food. Backpacker's Pantry is from Boulder and is packaged there with well-sourced ingredients, Farm to Summit is from Durango and uses upcycled imperfect produce, and Untapped is from Julian's state of Vermont and uses real, locally sourced main ingredients that have a low glycemic index. We also wanted to source some of our meat from companies that work to offset carbon emissions and do grass-fed. However, to minimize cost, we will be buying cheaper, more common snacks and some much cheaper meals and meat for the other part of our rations.

For local retailers, pricing is based on their websites (purchasing from direct source), and for more general snacks pricing is through walmart.com.

Breakfast

Food Item	Servings	Calories/meal	Total Calories	Cost/serving	Total Cost
Instant Oatmeal	20 (2 packets)	320	12,800	\$0.75	\$14.93
Instant Cheesy Grits	20 (2 packets)	200	8,000	\$0.59	\$11.94
Peanut butter	20 (2 tablespoons)	190	3,800	\$0.19	\$3.98

Lunch

Food Item	Servings	Calories/meal	Total Calories	Cost/serving	Cost
Summer Sausage	10 ($\frac{1}{4}$ sausage)	360	14,400	\$1.99	\$79.90

Packaged Cheddar Cheese	3 blocks ($\frac{1}{2}$ of block)	146	2,628	\$0.49	\$11.64
Tortillas	40 tortillas (1 tortilla)	210	8,400	\$0.44	\$17.40
Untapped Maple Waffles	80 (2 waffles)	280	11,200	\$2.50	\$199.67
Untapped Energy Gels	40 (1 packets)	100	4,000	\$1.85	\$73.90
Lara Bars	20 (1 bar)	230	4,600	\$1.10	\$22.01
Clif Bars	30 (1 bar)	240	7,200	\$1.21	\$36.24
Snickers Bars	50 (1 bar)	215	8,600	\$0.99	\$47.99
Jerky	40 (1 stick)	100	4,000	\$1.92	\$76.84
Peanut M&Ms	40 (1 packet)	250	10,000	\$1.35	\$53.99
Dates	40 (1 oz/4 dates)	80	6,360	\$0.62	\$29.97
Gummy bears	40 (9 pcs)	150	9,000	\$0.33	\$13.29
Hydration Tablets	80 (10 in one container)	15	1,200	\$0.75	\$59.92

Dinner

Food Item	Servings	Calories/meal	Total Calories	Cost/serving	Cost
Backpacker's Pantry	20	~600	24,000	\$11.99	\$239.80
Knorr Rice Sides	14	470	9,400	\$1.28	\$17.92
Farm to Summit	6	700	14,000	\$13.95	\$83.70

Total Cost: \$1,095.03

Avg Total Calories/day Sadie: 2,996

Avg Total Calories/day Julian*: 3,446

***including peanut butter + more Clif bars, Snickers bars**

Expedition Budget

Food

Total: **\$1,095.03**

Shipping drops USPS Medium Flat Rate Box (\$19.15x4): **\$76.60**

Frisco, Buena Vista, Cathedral Cabins, Silverton

Gear

Ziploc gallon bags: **\$5.98**

8 oz MSR ISOPRO fuel canister x3: **\$20.85**

Bear spray x1: **\$48.48**

(Julian has his own)

Chamois butter: **\$17.99**

(whole bottle will be utilized, likely)

Dr. Bronner's biodegradable toothpaste x2: **\$10.94**

Colorado Trail Map*: **\$14.95**

*returned to gear house at end of excursion

Housing

Junction Hostel in Durango (w/ online booking fees): **\$152.92**

*have to have safe locked place for the bikes, cannot stay in a shared bunk room to decrease cost

Outdoor Education Rentals

Handlebar bag x2: **\$40**

(\$2, \$1x19 days)

Tank bag x 2: **\$38**

(\$1, \$1x19 days)

Seatpost bag x2: **\$76**

(\$2, \$2x19 days):

SAT phone (free w/deposit): **\$0**

Transportation

Julian Flight:

American roundtrip flight from Burlington, VT to Denver, CO: **\$698.36**

w/ bike transportation (\$100 each way) + \$498.36

Sadie Drive from Berkeley to Boulder:

Gas from Berkeley, CA to Boulder, CO: **\$234.67**

19 mpg

1,243.7 miles

AAA National 87 Octane Gas Cost: \$3.585/gallon

Sadie Drive from Denver to Berkeley:

Gas from Denver, CO to Berkeley, CA: **\$234.89**

19 mpg

1,244.9 miles

AAA National 87 Octane Gas Cost: \$3.585/gallon

Drive from Durango to Denver:

Gas from Durango, CO to Denver, CO: **\$40.27**

Friend's car – 30 mpg

337 miles

AAA National 87 Octane Gas Cost: \$3.585/gallon

Permits:

The Knolls Recreation Area, Utah (\$10x2): **\$20**

Carbon Emissions Offset: \$13.11

Total Budget Request: \$2,839.04

Sadie: \$1,339.36

Julian: \$1,499.68