



Ritt Kellogg Memorial Fund Registration

Registration No. GNLG-J4TX9

Submitted Jan 21, 2026 12:38am by Sofia Howell

Registration

Aug 25, 2025-
Jan 21, 2026

Ritt Kellogg Memorial Fund

RKMF Expedition Grant (2026 Group Application)

Aug 25, 2025-Jan 21, 2026

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 21,
2026
12:38am

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



Sofia Howell



Consent

USE THIS WAIVER



Sofia Howell

USE THIS WAIVER

Recorded (Jan 21, 2026 12:28am, SH)

Expedition Summary

What is the name of your proposed expedition?

Backpacking the Sierra High Route

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

She Who Scrambles: A Sierra High Route Expedition

Briefly describe the objectives of your expedition. (100 word max)

The goal of our proposed 12 day expedition is to complete our 110 mile section of the Sierra High Route, spanning from McGee Pass Trail Trailhead to Mono Village, Twin Lakes.

Specific objectives:

- Stay on track with our daily mileage and elevation goals.
- Gain confidence and experience in our route finding abilities, especially in off trail segments.
- Communicate effectively with one another, making sure that both group members' voices are heard in our decision making process.
- Swim in as many alpine lakes as possible!
- Get an early start to every day in the field, especially those with higher mileage or more difficult routefinding so that we have plenty of time to correct any potential mistakes.
- Stay conscious of the beautiful place we are traveling through and abide by the LNT principles
- Promote a fun but balanced team dynamic where we can laugh and enjoy each other's company while staying alert to potential hazards and attentive to the task at hand.
- Make responsible, thoughtful, and cautious decisions in the backcountry that prioritize our safety.
- Smile, laugh and be GRATEFUL

Briefly describe the location of the expedition. (100 word max)

This expedition will take place in California's Sierra Nevada Mountains, passing through Inyo National Forest, John Muir Wilderness, Yosemite National Park and Hoover Wilderness. It will span approximately 110 miles, beginning at McGee Pass, near Bishop, CA, and ending in Mono Village, Twin Lakes, CA. We will follow the Sierra High Route which is a largely off trail backcountry backpacking route that traverses between countless landmark peaks and passes such as Mount Ritter, Mount Davis and Sky Pass Col. The route lies mostly above 9500 feet and is home to some of the most incredible alpine scenery and landscapes.

Date that travel to the expedition will start.

Aug 6, 2026

Date that your team will enter the field.

Aug 9, 2026

Date that your team will exit the field.

Aug 20, 2026

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

Jan 21, 2026

How many days will your team be in the backcountry?

12

How does your planned destination provide a "wilderness experience," and how will your expedition offer solitude and promote self-reliance and grit? (200 word max)

The Sierra High Route provides a true wilderness experience by traveling through remote, high-elevation terrain far from roads, developed trails, and consistent human presence. We will travel primarily through the remote landscapes but will be on the JMT trail and traversing the backcountry of Yosemite National Park for bits of our route too. Our campsites are strategically placed in areas with fewer people, reinforcing a sense of quiet and separation from the outside world. This setting demands constant engagement with the landscape and fosters a deep sense of immersion in wild and beautiful spaces.

Hiking the route with only two people enhances the solitude, as days may pass without seeing anyone else. This will allow for much thought and self reflection time. The lack of trail signs or established paths for much of our expedition means we are relying on our electronic map on CalTopo and Onyx Backcountry and the use of a physical map and compass. This careful, thoughtful route-finding promotes self-reliance and informed decision-making. Physical challenges such as the sustained elevation gain and descent, loose terrain, and unpredictable weather will also require adaptability and perseverance. Along with this, managing our own food, water, and safety in this environment builds grit, confidence, and teamwork rather than reliance on external support.

Participant Qualifications

Expedition team member information

Sofia Howell
Graduating Spring of 2028
WFR expiring on March 22, 2027

Lusa Hirsch-Arnett
Graduating Spring of 2028
WFR expiring on Jan 14th 2028

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. (200 word max)

Given the physical and technical demands of the Sierra High Route, we will follow a comprehensive and structured training plan prior to the expedition. Our preparation will focus on both physical conditioning and technical skill development, particularly advanced route finding in complex, off-trail terrain. We will practice navigation extensively in the mountains surrounding Colorado Springs as well as Summit County by setting predetermined waypoints and navigating exclusively with map and compass before incorporating GPS use, ensuring we feel confident in both tradition and modern types of navigation. As our confidence grows, we will continue to refine these skills individually throughout the summer by traveling through varied terrain and testing all gear intended for the expedition (specifically our tent and hiking shoes).

To build and maintain the endurance required for sustained travel at high elevation, we will train consistently by running or hiking at least three times per week, with an emphasis on significant elevation gain and long days on our feet. Because we have not previously backpacked together, we will complete at least two overnight trip as a team to practice pack management, camp systems, communication, and decision-making in a different environment. Finally, we will prepare for the route's frequent scrambling by training on Class 2 and Class 3 terrain, including ascents of Mount Sherman and Kit Carson Peak, allowing us to continue to develop confidence and efficiency on steep and exposed terrain.

Expedition Logistics, Equipment, and Food

Briefly describe how each expedition member will travel from home to the trailhead and back again. (100 word max)

Home to Trailhead:

On August 6th, Sofia will get her car in Boulder, Colorado and drive to Lusa's house in Santa

Fe, New Mexico. This drive is around 6 hours and 15 minutes and 420 miles so Sofia will start early. Then, on August 7th, Sofia and Lusa will drive to Bishop, California from Santa Fe, New Mexico. This drive is 13 hours and 30 minutes and roughly 904 miles. We are planning on doing this drive in one day so we will switch off who is driving every 2-3 hours to make sure the driver is fresh and awake. We will stay in a Hostel California in Bishop, California on August 7th and then August 8th will be our resupply drop off day and errands, picking up any last minute food. On the morning of August 8th, we will drive Lusa's car from Bishop to Twin Lakes which is about 1 hour and 40 minutes, where we will leave her car at the Mono Village Resort. The Sierra Shuttle Service will then drop us off at the McGee Creek Campground where we will begin our expedition.

Trailhead to home:

On August 20th, after 6,000 ft of vertical descent, we will reach Mono Village where we will pick up our car at the Mono Village Resort. We will then drive 1 hour and 42 minutes back to the Hostel California in Bishop, California where we will spend the night. The next morning we will wake up early and drive the 13 hours and 30 minutes back to Santa Fe, New Mexico, making sure to take breaks, switch drivers, and obey traffic laws. After that, we will drive up to Colorado Springs the next day with both cars for the start of our junior year of college!

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

[RKMF High Sierra Detailed....pdf](#) (200K)

Uploaded 1/21/2026 12:27am by Sofia Howell

Please paste a URL to your complete digital expedition map.

https://webmap.onxmaps.com/backcountry/share/content?share_id=01KFFM5Q13QY8HG7MK9VJ1RFMM

If you have plans to re-ration during the expedition, describe the plan below (100 word max)

We have 2 planned re-rations for our expedition in order to ensure efficient, lightweight travel. The first will be at Red Meadows Resort and Pack Station on day four of our expedition. The pack station is located just $\frac{1}{4}$ of a mile off trail. We plan to drop off this resupply package containing the next 5 days of food on August 8th, and pay the 15\$ (3\$ per day) for them to hold it for us until we arrive on August 12th. Our second resupply will be significantly smaller as we will pick it up on day 10 of our expedition. This one we will mail in to Tuolumne Meadows Post Office 2 weeks prior to our expedition with our arrival date on the small box containing 2.5 days worth of food.

Describe how you will protect your food from wildlife. (150 word max)

We will protect our food and scented items from wildlife by using proper bear-resistant food storage practices throughout the trip. All food, trash, and scented products will be stored in a bear canister and hung up in a bear hang. The bear hangs will be hung at least 12 feet off the ground and 6 feet away from the tree trunk whenever suitable trees are available, in accordance with recommended bear-safety guidelines. Due to the fact that we are above tree line and may have limited trees, we might need to change our approach by putting our bear hang on another high surface. Bear hangs will be located approximately 100-200 feet away from our sleeping area to minimize wildlife encounters in camp and retrieved only in the morning. In addition, we will establish a designated cooking area 100-200 feet away from our sleeping area and food storage location. We will keep this cook site as clean as possible by picking up food spills, packing out all waste, and avoiding leaving food unattended to lower the chances of encounters with small rodents or large wildlife.

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

[FOOD-RITT \(1\).pdf \(114K\)](#)

Uploaded 1/21/2026 12:23am by Sofia Howell

Upload a thorough equipment list.

[RKMF 2_ Equipment list .pdf \(71K\)](#)

Uploaded 1/21/2026 12:25am by Sofia Howell

Upload a first aid kit list.

[First Aid Kit .pdf \(74K\)](#)

Uploaded 1/21/2026 12:24am by Sofia Howell

How will you limit and leverage your impact on this trip? (150 word limit)

While we feel incredibly fortunate to be able to see and explore new remote places, we also acknowledge the impact of our actions on these environments. To start, we recognize that our long drives have a negative environmental impact due to the release of harmful gases like carbon monoxide, nitrogen oxides, and carbon dioxide among others. Our driving comes out to 2605.3 miles, which will emit 1.76 metric tons of carbon emissions into the atmosphere, and the cost to offset the carbon emissions will be \$8.86. Although this number is not ideal, the emissions are far fewer than the alternative of flying to California. When we arrive at Bishop, CA, we plan to stay in a Hostel. This is where we hope to connect with locals or other backpackers. By staying at this Hostel and sharing a room we also avoid paying a large hotel corporation like Marriott, and instead contribute to the local economy.

We also recognize that our expedition is taking place on the lands of the Miwok people, located in the Southern Sierra and the Paiute people, near Bishop, CA. We plan to move through their land with care and intention, thinking about the trade routes and history within the vast area as we hike through. We will practice LNT, which means packing out all of our garbage (and food scraps), camping in our designated camp locations, leaving behind what we find, and respecting wildlife and the environment around us.

We anticipate and hope this experience to be challenging, rewarding, and full of growth. Throughout the 12 days we will have to use each other for encouragement and will celebrate the beauty and the capability of our bodies. We both feel inspired and connected to the outdoors and know this experience will enrich both our relationship with each other and give us time to reflect while exploring an incredible place, practicing our routefinding skills, and challenging our athletic abilities and strong minds.

Risk Management

What are the main objective hazards of the expedition? (500 word max)

Routefinding:

The High Sierra Route is largely off-trail, making navigation errors a significant hazard. Poor routefinding can lead to cliffed-out terrain, unnecessary exposure, or substantial loss of time and energy, all of which compound risk in a remote alpine environment. To mitigate this hazard, we will carry a detailed topographic map, a compass, a GPS device (our phones) with pre-downloaded route data, and study the terrain extensively before the trip. We will travel deliberately, regularly confirm our position using identifiable landmarks, and avoid committing to unknown or complex terrain late in the day when fatigue and limited daylight increase the likelihood of mistakes. If we determine we are off-route, we will stop immediately to reassess our location, backtrack if necessary, and select conservative terrain to safely regain the

intended line of travel. In addition, we will carry *The Sierra High Route: Traversing Timberline Country* by Steve Roper, which provides detailed descriptions on the 100 ft scale when necessary, and maps of the original route of which our plan is based. While we intend to deviate from Roper's route in a few sections, his detailed guidance will serve as a critical reference on days when we closely follow his line, strengthening our overall navigation strategy and reducing the risk of serious routefinding errors.

Weather:

Although the Sierra Nevada often experiences stable summer weather in comparison to states in the West, rapidly changing mountain conditions remain a significant objective hazard on the Sierra High Route. The possibility of afternoon thunderstorms can still occur, developing quickly, bringing lightning, heavy rain, strong winds, or sudden temperature drops. To mitigate weather-related risks, we will begin hiking early in the day, and plan to cross high passes well early in the day to reduce exposure. We will also receive satellite weather reports from our ZOLEO and download the offline Windy forecast to consult prior to our expedition as well as during. In addition, our campsites will be chosen with weather protection in mind, prioritizing natural shelter and packing warm layers for colder nights.

In the unlikely event that we are caught in a thunderstorm while traveling, we will immediately descend from exposed terrain, avoid ridgelines and isolated tall objects, stay clear of open water, and put on warm layers to reduce the risk of hypothermia. Should either group member be struck by lightning, we will follow Wilderness First Responder protocols, including scene safety, primary assessment, and evacuation planning as needed. Storms could also increase the risk of heat loss, blisters, and overall fatigue. To address this, we will carry waterproof rain jackets and manage moisture carefully by airing out clothing during lunch breaks or overnight when conditions allow. Maintaining dry, warm layers will be essential for preventing hypothermia, particularly during rest stops or after storms.

Because much of the route travels above treeline, sun exposure presents an additional hazard. With limited shade and high elevation, UV is intensified, increasing the risk of sunburn and dehydration. We will mitigate this by wearing lightweight, sun-protective clothing, including hats, and applying sunscreen regularly to exposed skin, especially the face. We will also regularly consume water making sure to stop for breaks and checking in on one another.

Wildlife:

Wildlife encounters are an inherent consideration when traveling through the Sierra High Route. Species of concern include black bears, mule deer, coyotes, mountain lions, and smaller rodents, all of which can be attracted to food, odors, or improperly managed campsites. While most wildlife encounters are non-aggressive, poor food storage or campsite practices can lead to dangerous situations for us and the animals. To minimize risk, we will maintain a clean camp by separating cooking and food storage areas from sleeping, minimizing food odors, and carefully managing waste. Food and scented items will be secured in a bear canister and then properly hung bear bag each night, suspended 12-20 feet off the ground and at least 30 meters from our tent to reduce the likelihood of animal access.

Traveling off-trail increases the likelihood of unexpected wildlife encounters due to reduced human presence and limited visibility in complex terrain. To mitigate this risk, we will remain alert, make periodic noise when moving through bush or low-visibility areas, and avoid hiking at dawn or dusk when some animals are more active. If we encounter a bear or another large animal, we will remain calm, stay together as a group, make ourselves appear larger, and slowly back away while maintaining awareness of the animal's behavior. Sudden movements or running will be avoided to prevent triggering a chase response. For smaller animals such as

rodents, we will take extra care to protect food and gear to prevent damage and contamination. In the unlikely event of an aggressive wildlife encounter, we will prioritize group safety, follow established wildlife response protocols, create distance from the animal as soon as it is safe to do so and use our bear spray if needed.

Altitude sickness :

Altitude-related illness is another concern on the Sierra High Route due to the sustained travel at high elevations and repeated crossings of high passes. We will be especially cautious during the early stages of the expedition, when the risk of Acute Mountain Sickness (AMS) is highest and begin acclimation by spending a couple days in Boulder, Colorado as well as Santa Fe, New Mexico (approximately 7,000 feet) prior to the start of the trip.

Despite these precautions, our route reaches elevations above 11,000 feet within the first few days, which increases the risk of AMS symptoms such as headache, nausea, fatigue, dizziness, and sleep disturbances. We will closely monitor each other for early signs of altitude illness and communicate openly about how we are feeling. If symptoms of AMS appear, we will respond conservatively by slowing our pace, reducing elevation gain, and, if necessary, descending to a lower elevation and remaining there for one or more nights until symptoms fully resolve. We recognize that ascent should never continue if symptoms are worsening.

Rockfall:

Rockfall is another hazard along the Sierra High Route due to the steep talus slopes, loose scree, and fractured alpine terrain, particularly on high passes and in narrow gullies. To reduce the risk of injury, we will move deliberately and maintain a slow, controlled pace through rocky sections, carefully testing each step before committing our weight. We will spread our horizontally whenever possible so that no team member is directly below another, minimizing the chance that a dislodged rock could strike someone lower on the slope. Clear verbal communication will be used at all times; if a rock is dislodged, the person responsible will immediately yell "ROCK!" to warn others. Team members will also call out unstable or loose rocks as they are identified, allowing others to avoid stepping around them safely. We will avoid lingering in fall lines, move efficiently through high-risk zones, and take breaks only in protected areas.

Driving:

Driving anywhere is always a hazard but we plan to minimize the hazard by taking shifts. Our drive to Bishop, California will be 13 hours and 30 minutes from Santa Fe, New Mexico. We are hoping to do this in one day to minimize time and travel expenses so we plan on taking shifts every 2-3 hours and starting early. We will wear our seatbelts and obey traffic laws for a safe travel day.

Dehydration/ Food Consumption:

We will mitigate the risk of dehydration by maintaining a consistent hydration plan throughout our expedition, aiming to drink at least two liters of water per day, with increased intake during long climbs, high-exertion sections, and periods of strong sun exposure common on this route. Because our route crosses numerous rivers, creeks, and alpine streams, reliable water sources are frequent; however, we will never assume water availability and will always plan ahead between known sources. We will both carry two liters of water at all times to ensure a buffer between sources and provide flexibility in case of unexpected delays, dry stretches, or route-finding challenges.

Continuously consuming adequate calories needed to maintain energy, body heat, and muscle function and avoid bonking will also prove important. Adequate nutrition helps prevent fatigue,

poor coordination, and slowed reaction times. Since we will be exerting so much energy, we will be losing a good amount of water through sweat and respiration, especially at altitude and in the hot conditions. So, proper hydration and caloric intake helps prevent dehydration, heat illness, headaches, muscle cramps, and confusion. It also supports endurance and recovery during long days on trail. We will also be cautious about the quality of our water before and after using Aqua Mira drops and boil drinking water when possible.

Water/river crossings

We are going in late summer so we are expecting lower water levels in the river and therefore safer conditions for river crossings but we will monitor levels of snowmelt through the SNOTEL data website. When we encounter a river crossing, we will scout for the safest crossing points such as wide, shallow sections. Since we are not bringing trekking poles, we will use long sticks for stability, packs will be unbuckled to allow quick release in case of a fall. River crossings will be avoided entirely during high runoff or storm events. If an incident occurs, the response plan includes assisting the person to shore and preventing further downstream travel. Wet or cold individuals will change into dry clothing and potentially even insulated layers.

Strenuous Activity/Terrain:

The Sierra High Route is widely recognized as a physically and technically demanding backcountry route, characterized by substantial cumulative elevation gain and loss as it repeatedly ascends and descends remote mountain passes. Travel occurs in rugged, off-trail terrain, including extensive boulder fields, steep and unstable scree slopes, and numerous high-elevation passes that require sustained Class 2 and occasional Class 3 scrambling. These conditions significantly increase the risk of slips, falls, and loss of balance, particularly when fatigue sets in after long days at altitude.

To mitigate fall-related hazards, we will plan our days strategically, aiming to tackle the most complex and physically demanding passes early in the morning when our legs are fresh. While scrambling, we will maintain a tripod stance whenever possible, keeping three points of contact with the rock at all times to maximize stability and control. We will communicate continuously about handholes, footholds, and route options, and avoid rushing through technical sections.

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. (200 word max)

In late summer, climate change affects the Sierra High Route through increased heat, wildfire risk, and unstable terrain conditions. Prolonged heat waves elevate the risk of dehydration, heat exhaustion, and sunburn on long stretches of exposed granite, especially on high, south-facing passes. To address this, we will be very mindful about the amount we are hydrating and the amount of extra water we are carrying. We will use sun protection, take mid-day breaks, and adjust travel hours to avoid peak afternoon heat.

Climate-driven drought and beetle kill have increased the frequency and intensity of wildfires in the Sierra Nevada, leading to hazardous smoke conditions and potentially trail or route closures. Monitoring air quality, fire behavior, and park or forest advisories before we start our expedition. We will also maintain a flexible itinerary and pre-identified exit routes.

Late summer also brings increased rockfall risk as freeze-thaw cycles diminished and permafrost-like features at high elevations degrade, loosening talus and cliffs above passes. Careful route selection and spacing between group members will reduce exposure. Finally, late-season thunderstorms can still develop rapidly, bringing lightning and sudden temperature drops; early starts and conservative turnaround times will be critical for safe travel.

Describe your self-evacuation plan in the event of an emergency. (200 word max)

The quickest and most efficient way to be evacuated from the backcountry is a Heli Rescue. If this were to occur we would move to the most accessible spot for rescue. However, this is the most extreme scenario and will only be used if a team member is injured enough to necessitate an air lift.

In terms of self evacuation we have several planned routes to evacuate the backcountry and reach help as quickly as possible. While the decision of which evacuation route to take will boil down to an in field decision considering where we are on the route and the injury or hazard occurring, our plan is listed below and again in more detail in our daily itinerary. All of our evac routes that are not on our proposed route are listed on our ONYX map as Evac Route 1-7 in black.

Day 1:

-Return down McGee Pass Trail to McGee Campground.

Day 2:

-Return down the McGee Pass trail to McGee Camp Ground

-Follow section H of the PCT southwest until turning onto the Goodale Pass trail to Vermillion Campground and Bear Creek Trailhead (Evac Route 1)

Day 3:

-Follow section H of the PCT southwest until turning onto the Goodale Pass trail to Vermillion Campground and Bear Creek Trailhead (Evac Route 1)

-Descend Mammoth Crest Trail to Deer Lake Trailhead (Evac Route 2)

Day 4:

-McLeode Lake Trail to Mammoth Pass Trailhead (Evac Route 3)

-Reds Meadow Campground

-Devils Postpile

Day 5:

-Devils Postpile

Day 6:

-Shadow Creek Trail to Agnew Meadows Group Camp (Evac route 4)

Day 7:

-Shadow Creek Trail to Agnew Meadows Group Camp (Evac route 4)

-Stevenson trail to Granite Creek and Clover Meadow Campground (Evac route 5)

Day 8:

-Vogelsang Pass trail to the to Yosemite Village if needed (Evac Route 6)

Day 9:

-Tuolumne Meadows

Day 10:

-Tuolumne Meadows

Day 11:

-Lundy Canyon trail to Lundy Canyon Trailhead and Campground (Evac route 7)

Day 12:

-Twin Lakes

-Lundy Canyon trail to Lundy Canyon Trailhead and Campground (Evac route 7)

Discuss any measures taken for teammates with medical histories which warrant special preparedness. (150 word max)

n/a

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

911 - Emergency Number

White Mountain Ranger District (760-873-2500), Bishop, CA

Yosemite Emergency Phone (209-372-4637), Yosemite, CA

Mt. Whitney Ranger Station (760-876-6200), Lone Pine, CA

Mono Lake Ranger Station (760-647-3044), Lee Vining, CA

Mammoth Ranger District (760-924-5500), Mammoth, CA

Hospitals-

Northern Inyo Hospital (760-873-5811), Bishop, CA

Mammoth Hospital (760-934-3311), Mammoth, CA

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

Last year, Sofia had a Garmin InReach and a Zoleo InReach and felt the Zoleo was more user friendly. So, for this year, we will be carrying a Zoelo InReach as well as our personal cell phones. We are hoping to use these devices as minimally as possible but they will provide communication in case of an emergency or necessary evacuation.

Budget

Upload a detailed and complete expedition budget.

[BUDGET-RITT.pdf](#) (72K)

Uploaded 1/21/2026 12:18am by Sofia Howell

What is the total funding request for your trip?

1933.95

What is the funding request per person?

966.95

Describe what measures you have taken to minimize expenses for your expedition.(150 word max)

The most impactful decision we made to minimize our trip costs was our choice to drive from New Mexico to California instead of flying. Not only did this save costs of airfare, it also ensured we would not have to take a bus to Bishop after getting off of the plane, or pay for extra checked luggage. Next, we chose to share a room and stay in a small, affordable hostel in Bishop while we prepared for our expedition instead of a larger, upscale hotel. In this way we not only get the chance to interact with a more authentic culture of the area but also minimize expenses. Similarly, we are choosing to grocery shop and cook all our meals at the hostel in Bishop instead of eating out on the days before and after our expedition. Additionally, we were able to cut costs by dropping our resupply packages off by hand when possible, eliminating

Daily Itinerary + Mileage Table + Permit Plans

Sofia Howell + Lusa Hirsch-Arnett

Table of Mileage + Elevation per day

DAY	MILAGE	Running milage	Elevation gain	Elevation loss	elevation net	Camp description
1	6.8	6.8	2914	0	+2914	Sheltered area above big mcgee lake.
2	10.8	17.6	2531	2859	-328	Nestled in a small valley above Lake Virginia.
3	12.4	30.4	2535	3316	-781	On the outskirts of crystal lake on the east side of mammoth crest.
4	9.4	39.8	1556	3051	-1495	300 ft from Johnston Lake on a meadowed grassy area at 8121 ft.
5	5	44.8	1819	43	+1776	North of Minaret Lake in the same basin, with fantastic views of the sierras.
6	8.2	53	3558	2273	+1285	South of Lake Catherine between two prominent rock features
7	6.6	59.6	2873	3408	-535	1 mile west of the Yosemite National Park border by Blue Lake
8	11.6	71.2	3204	3819	-615	Just north of Bernice Lake slightly off our route.
9	6.6	77.8	1936	1464	+472	Nearly 5 trail miles from Tuolumne Meadows, south west of Johnson Peak.

10	13.8	91.6	2822	3489	-667	1 mile off of the trail to abide by camping regulations just south of Fantail Lake.
11	7.7	99.3	3694	3248	+446	Nestled in a U shaped basin beside Shepherd Lake.
12	11.1	110.4	2897	6040	-3143	

*All camp spots will abide by the Inyo Forest Camping Regulations staying 200+ft from any bodies of water to avoid pollution.

Permit Plans

Obtaining Permits for the Sierra High Route is a notoriously difficult endeavor, which is why we have outlined our plan to do so here. Based on our research we have determined that we only need to acquire the permit for the trailhead wilderness that corresponds with our entry point. For us this is the McGee Pass Trail and Trail Head which is managed by the Inyo National Forest. Permits can be purchased on [recreation.gov](https://www.recreation.gov) and are released 6 months to the day at 7 am PST. So we plan to wake up early on Monday December 9th and be ready to get our permits by the time they are released at 6 AM MT. 60 % of their quota is released at this time which means there will be 9 spots available. However, because McGee Pass Trail is one of lesser used entries to the SHR, we have a much higher chance of getting our permit.

That said, in the case that we are not able to get our permit on this date, we have two solid backup options. The first thing we will do is try to reserve an entry at Mono Pass that same day, which would alter the first 2 days of our route before joining our predicted route at the end of day 2 but has a higher quota released per day. Next, 40% of quota is released 2 weeks in advance, on the same day of the week, which means we will log on again Sunday, July 26th at 6 AM MT, to attempt to get the McGee Pass Trail Permit as they will release 6 more spots online then.

Next, in order to buy permits we are required to include our exit/entry points as well as our approximate camp locations for each night we will be in the wilderness. We have looked up all of the nearby lakes to our campsites on the website and will easily be able to input them on the morning that we plan to buy permits.

Finally, permits will cost 16\$ for the entirety of the trip, 10\$ for two visitors and 6\$ to reserve our permits ahead of time. We will print and sign our permit 7 days before the trip begins and keep it with us as we hike, showing rangers if asked.

Daily Itinerary

August 6th 2026– August 21st 2026

August 6th 2026 : Leaving at a flexible time on the morning of August 6th Sofia will drive her car from Boulder Colorado, to Santa Fe, New Mexico where Lusa lives. This drive will take 6 hours and 15 minutes, over 420 miles, primarily on the highway. Upon arrival we will pack up Lusa's car with all of our expedition gear, as well as clothing for either end of the trip to make the next morning as efficient as possible. We will spend that night at Lusa's house in Santa Fe.

August 7th 2026 :

On August 7th we will wake up early at 6AM and eat a quick breakfast before getting on the road as early as possible. Because we chose to drive to our expedition in order to reduce the cost of the trip, this entire day will be spent driving from Santa Fe, NM, to Bishop, CA. The drive 901 miles and will take us a little over 13 hours. We plan to start around 7 AM and reach Bishop around 9PM if allotting an hour for stops along the way. While the drive is long, we feel confident we can do it in one day by switching on and off drivers every couple hours as we go while abiding by traffic laws. When we arrive, we will check into our reserved room at the Hostel California, a local hostel used frequently by backpackers located in downtown Bishop, where we will be for the next two nights in preparation for our hike.

August 8th 2026:

This day will be spent preparing for the beginning of our in field days, and recovering from the drive the day before. After waking up in Hostel California we will take Lusa's car to a local grocery store, the Grocery Outlet Bargain Market, only a few miles down the road, where we will purchase any remaining food needed for the trip. From there we will drive 50 miles and a little over an hour to Reds Meadow Pack and Resort where we will drop off our resupply package. They will hold it there for 3\$ per day until we arrive on trail to pick it up. Following that, we will return to Bishop to the Hostel California where we will sort all of our remaining gear and pack our backpacks for the trip so they are ready for the morning. We will have a final meal out in Bishop before going to bed early.

August 9th 2026– Day One in Field:

On our first day in the field we will wake up early, around 6:00 am, check out of our room, take all of our belongings, including our packed backpacks and drive Lusa's car from Hostel California in Bishop, to Twin Lakes. This drive will take us 1 hour and 42 minutes, and we should arrive around 8 AM. We will park Lusa's car at the Mono Village Resort, our terminus point, for 10\$ a day and board our reserved shuttle, run by the Sierra Shuttle Service, to the McGee Trailhead. This drive will take another hour and 20 minutes and spans 72 miles. Our shuttle will drop us off at the McGee Creek Campground where we will begin our hike. Although this shuttle will take up some of our time on the first in-field day, it ensures that our car will be waiting for us at the end of our expedition, and avoid a situation where we would have to exit the field at a specific time. Shuttling at the front end of the trip allows us more flexibility with our timing in the case that something did go wrong. However, because of this, we will likely not begin hiking until 10 AM, which is why we have allocated a slightly shorter mileage day. Day one we will hike 6.8 miles and gain 2914 ft of elevation. We will follow the McGee Trail, which winds gently uphill until the route becomes steeper around 2.5 miles in. At 4 miles the trail intersects the Baldwin Canyon Trail, but we will continue hiking along the McGee Pass trail up the canyon until we arrive at Big McGee Lake at 6.7 miles. Our first Camp spot is located in a small sheltered area 350 ft above the north end of the lake, which abides by the Inyo National Forest Law that prohibits camping within 200 ft of any body of water.

Evac plan: In the event that we need to evacuate we will plan to return down McGee Pass Trail to McGee Campground.

August 10th 2026– Day Two in Field:

Day two in the field we will wake up above Big McGee Lake and promptly pack up our camp. Our objective for the day is to hike 10.8 miles where we will gain 2531 ft of elevation and descend 2859 ft. Our hike picks back up on the McGee Pass trail, following it for 3 miles, passing Little McGee Lake until the trail reaches its peak elevation of 11, 914 feet atop McGee Pass. From the top of McGee pass we will descend 2300 ft in a series of switchbacks until it intersects the John Muir Trail 5 miles later. Upon reaching this intersection we will take the John Muir Trail Northbound and ascend gently for another 2 miles until we reach Lake Virginia. This day is fairly straightforward given we are following established trails. Upon arrival at Virginia Lake, which overlooks Cascade Valley, we will traverse the lake's eastern

shore to its northernmost point where we will make camp around 300 ft above the lake in a small meadow in an M shaped basin at 10480 ft of elevation .

Evac Plan: In the event that we need to evacuate we will either return down the McGee Pass trail to McGee Camp Ground or proceed down Evac Route 1 on our map which follows section H of the PCT southwest until turning onto the Goodale Pass trail which heads down 9 miles into Vermillion Campground and Bear Creek Trailhead. Which of these routes to take will be determined based on how far along we are on the day when the incident occurs.

August 11th 2026– Day Three in Field:

Day three will begin from our campsite at Lake Virginia and cross 12.4 miles, gaining 2535 ft of elevation and descending 3316 ft, making it a longer day of mileage but lower in elevation than our routes average. We will begin by descending for around two miles until we encounter our first large landmark of the day, Purple lake. Skirting the southern tip of the lake we will join the Pacific Crest National Scenic Trail which traverses the south western flank of Peak 11368. We will then turn towards Duck lake, our largest body of water so far and follow the Duck Pass Trail, as it turns northward again and ascends alongside the western edge of Duck lake. 6.2 miles into our day and near the north end of the lake, we will encounter Duck Pass where we will turn west again, leaving duck pass trail and following the Mammoth Crest trail as it ascends to a high point of 11,195 ft and traverses the Mammoth Crest Ridge. Following this trail will lead us above Deer Lakes and eventually will descend another 1,000 ft through a sparse whitebark pine forest until we reach 11.4 miles where we turn northeast of our route onto the Mammoth Crest Trail. We will descend this trail for half a mile down to Crystal Lake where we will use the Crystal lake trail and camp on the rocks at its Northern most point. Although Crystal lake is about a mile off of our route we chose to camp there because it is less frequently visited than McCloud Lake, and allowed us to keep our mileage under 13 miles for the day. At camp we will again stay conscious of the regulations and have our camp 200 ft away from the water.

Evac Route: Depending on how far along we are in the day we will either evacuate down Evac Route 1, as described on day two or descend on the Mammoth Crest Trail turnoff, marked on our digital ONYX map as Evac route 2, 1.9 miles down to Deer Lake Trailhead where we can easily access Mammoth and its resources.

August 12th 2026– Day Four in Field:

Day four will be a 9.4 mile day with 1,556 ft of elevation gain and 3,051 ft of loss. We will begin at our Crystal Lake camp where we will reascend the Crystal Lake trail and Mammoth Crest trail for a mile and 700 vertical feet until we encounter the Rim trail. Heading northwest on the rim trail we will reach a steep dropoff overlooking Mammoth Pass in around 2 miles. Here we will head in a westbound diagonal to a sandy saddle east of Peak 10005, and descend a short but unpleasant and steep gully that ends atop Mammoth Pass. From Mammoth Pass we continue descending on an easy gradient for a little over 4 miles until we reach the lowest point of the trip, Devils Postpile and Red Meadows Campground. Here, right on trail, we will encounter the Red's Meadow Resort and Pack Station where we will pick up our 1st resupply package and stop to distribute it into our individual packs. From Red's Meadow we will travel North West along the Devils Postpile trail on a very gradual incline for 2.3 miles until we reach Johnston Lake, at around 8100 ft of elevation, where we will pitch camp for the night. The small lake is surrounded by meadow and lightly forested terrain so we will be sure to abide by the same camping regulations.

Evac Plan: In the case of an evacuation we will evacuate 1.3 miles down McLeode Lake Trail to Mammoth Pass Trailhead, named Evac Route 3 on our ONYX, where we can easily access Mammoth's Rescue Resources. If we are over halfway through our daily mileage when the incident occurs we will evacuate along our proposed route to Red Meadow Campground or Devils Postpile where we can receive help.

August 13th 2026– Day Five in Field:

Day five will serve as primarily a rest day as we will only travel 5 miles, ascending 1819 ft and descending 43 ft. Beginning from Johnston Lake we will follow the gentle ascent of the Minaret Creek Trail until we reach the eastern shore of Minaret Lake. We will traverse this shore until we reach its northernmost end at which point we will ascend a few hundred feet to a flattened area where we will pitch our camp for the night. Minaret Lake is nestled between several beautiful peaks and should be protected from winds. It is one of our most anticipated campsites as it is said to be a stunning section of the Sierra. If all goes according to our plans, this short day will hopefully be a much needed rest where we will be able to spend the afternoon swimming and relaxing. However, in the event that we are not able to make the mileage for any of the days prior due to unlikely weather circumstances, this day is built in for easy catch up.

Evac Plan : The next few days on the Sierra High Route are some of our most remote, making potential evacuation routes longer. In case of evacuation on day 5 in the field, we will retrace our steps along the high route to Devils Postpile where we can receive help.

August 14th 2026– Day Six in Field:

Day six spans 8.2 miles and will be our second biggest elevation gain of the trip as we plan to ascend 3558 ft and descend 2273 ft. However, we feel confident in our abilities due to our rest day on day five. Our day will begin from our camp at the beautiful Minaret lake, where we will head west from its western shore leaving any established trail, aiming for a saddle that forms the “dam” of Cecile Lake, the next higher body of water. After a bit of class 3 scrambling up the obvious cliff band we will traverse the eastern and northern shores of Cecile Lake and descend down to Iceberg Lake, still staying several hundred feet above it while traversing its eastern shore. From its outlet we will ascend up to Ediza Lake, around 2.6 miles into our day, and turn west until we hit a bleak tarn at the 10050 ft. level. At this point we will turn starkly northeast and ascend up towards the Nydiver lakes. As soon as we can see the Nydiver lakes we will contour diagonally east until we reach Whitebark Pass, recognized as a wide saddle separating Shadow and Garnet lakes. The north side of Whitepark has a snowfield most of the year which we will avoid, instead scrambling down a rocky section to the meadows west of Garnet lake heading towards a second smaller saddle that overlooks Thousand Island Lake. We will walk between the lake and the 3 ponds south of it and follow the lake's chief inlets as it turns southwest up a shallow basin heading towards Glacier Lake Pass, the saddle separating Banner Peak from Mount Davis. From there we will drop down to the shoreline of Lake Catherine and skirt its western rocky edge until we make camp at the foot of mount Ritter on the lakes south side. While this area is devoid of much vegetation, our selected camp spot is nestled between two decently prominent rock features that should keep it fairly protected despite its altitude.

Evac Plan: In the case of a necessary evacuation we will descend the Shadow Creek Trail, listed on ONYX as Evac Route 4, east of Ediza lake for 6.1 miles until it reaches Agnew Meadows Group Camp. From there we can be easily driven to Mammoth where we can receive help.

August 15th 2026– Day Seven in Field:

On day seven we will walk 6.6 miles while ascending 2873 ft and descending 3408 ft. While this is a lower mileage day we predict this to be a difficult day for route finding so we plan to take the day slowly and

frequently check both our digital Onyx map as well as our High Sierra Route book to avoid losing our way. Our day will begin at Lake Catherine where we will return to its western most point and descend Class 2 ramps until we reach Ritter Falls, a stunning 80 foot waterfall. From here we will move right, traversing slowly along ledges and short Class 3 scrambles. While the exposure is low in this section we will remain cautious and alert. After this traverse we will encounter a meadowy corridor that we will reascend until we reach the northernmost Twin Island Lake, at which point we will encounter the North Fork River. Here, will be our first true river crossing of the trek where we will wade through the sluggish three foot water until reaching the far shore, just 20 feet away. While the current is known to be very weak we will still remain very cautious so as not to soak our gear and use a stick for balance. After this crossing we will ascend gently to the southern point of the other Twin Island Lake before contouring the obvious ridgeline on the right and heading north until encountering a small body of water around 3.5 miles into the day. The next few miles are some of the sierras most remote where we are likely to not encounter other travelers. Below us will be a bench canyon which we will descend down into on dark bluffs before gently reascending west towards Blue Lake, our stopping point for the day. We will make camp slightly northeast of Blue Lake on a grassy flat area at 10400 ft. in the basin below Foerster Peak.

Evac Plan: If evacuation is necessary on day 7 we will make the informed in field decision whether to retrace our steps back to evac route 4, described above, or take the Stevenson Trail, Evac Route 5, south 13 miles to the Granite Creek and Clover Meadow Campground, which are both road accessible.

August 16th 2026– Day Eight in Field:

Day eight will be one of our more physically taxing days of the trip as we plan to do 11.6 miles ascending 3204 ft and descending 3819 ft. We plan to wake early and will begin the day with a quick but steep ascent up the west side of Blue Lake Pass before dropping down its eastern slope. From there we will walk northwest down subalpine meadows until reaching an unassuming north facing pass around 3 miles into the day. We will continue our descent down this pass until reaching the Lyell Fork river which can be crossed by a multitude of makeshift log bridges. After crossing we will follow a faint path as it contours on a gentle upwards slope northwest well above a prominent cliffband. After 4 miles we will encounter Vogelsang Pass trail along with the Lewis Creek which we will follow, keeping it on our left as we head northeast for a thousand vertical feet until reaching a turnoff at Bernice Lake to make camp. We will pitch our tent on the south side of the lake, staying true to the regulation that we have abided by for the past seven nights.

Evac Plan: In the event of a necessary evacuation on day 8, we will follow Vogelsang Pass trail, marked as Evac Route 6, southwest down 2 miles to the Merced Lake Ranger Station where we can receive assistance and make a decision about continuing to evacuate down into Yosemite Village.

August 17th 2026– Day Nine in Field:

Because of the day prior, day nine is planned to be lower mileage, allowing for recovery in which we hope to travel 6.6 miles, ascending 1936 ft. and descending 1464 ft. Another reason we have planned day nine to be shorter is to abide by Yosemite National Parks Camping regulations that prohibit wilderness camping within four trail miles of Tuolumne Meadows, ensuring that we are continuing to follow their guidelines and rules and respecting the land we are traveling on. That said, our day will begin from Bernice Lake where we will rejoin the Vogelsang Pass trail as it ascends for a mile and a half northbound to Vogelsang Pass which looks down on Vogelsang Lake. We will gently descend this terrain, following the trail for 4 more miles until turning off west, gaining nearly 1000 ft and heading for the small saddle just south of Johnson Peak. Here, a small basin forms with an unnamed lake at its heart which we will camp nearby to. Because this camp is over four trail miles away from Tuolumne Meadows, we will spend the night here before heading towards Tuolumne meadows the next day.

Evac Plan: If evacuation is needed on day 9 we will continue along our proposed route for 5 miles until reaching Tuolumne Meadows where we can receive help and easily exit the field.

August 18th 2026– Day Ten in Field:

Due to the camping regulations, day ten will be a rather long and taxing day in which we hope to walk 13.8 miles ascending 2822 ft and descending 3489 ft. This will begin from our campsite at the base of Johnson Peak and rejoin the Vogelsang Pass trail after 1.7 miles as it gradually descends north into Tuolumne Meadows. Our trail will intersect the John Muir trail again for the last time after 4 miles of walking and we will join it as it crosses a bridge and heads into the heart of Tuolumne meadows leading us straight to the Tuolumne Meadows Post Office from which we will pick up our second and final food resupply of our trip. After repacking our hiking packs we will follow the Lower Gaylor Lakes Trail as it parallels below Tioga road for nearly two miles before making the only road crossing of the entire Sierra High Route and ascending up the trail slightly northeast up 1400 vertical ft and traversing between

Gaylor and Granite lakes. From the western shore of the uppermost Gaylor Lake we will ascend north up a slate covered hillside following a clear path that leads to the Great Sierra Mine. From the mine we will contour northwest to mine shaft pass, nearly 12 miles into the day. From the pass we will traverse down reddish colored rock in the direction of Mount Conness until easy terrain is encountered which will lead us North in a roundabout way down to Spuller lake. Because camping is still illegal at Spuller Lake due to regulations, we will instead depart from the high route for the night, turning southeast towards Fantail Lake. After skirting its eastern flank we will follow a path down several hundred feet until we see the sign marking the border of the Hall Natural Area, marking the beginning of legal camping. Although it does deviate from our route and adds an extra mile to our day we are committed to abiding by the wilderness rules and will set up our camp near Shell Lake.

Evac Plan: If evac is needed on day 10 in the field we will retrace our route back into Tuolumne Meadows, similar to day 9.

August 19th 2026– Day Eleven in Field:

Day eleven we plan to hike 7.7 miles and complete our largest elevation gain of the trip, ascending 3694 ft and descending 3248 ft over the course of the day. We will begin just south of Fantail Lake and retrace our steps for a mile until we reencounter our route putting us in a large basin. From there we will continue on, gently ascending northwest and gaining the upper meadows before continuing up the rocky slopes of Mt. Conness. When we encounter the eastern ridge of Mt. Conness we will turn west and scramble up the ridge until reaching a rocky spur that descends towards the nearest Conness lake at 11,300 ft. We will descend on this Class 2 spur and continue past the first Conness Lake, keeping it on our right. Here, 4 miles into our day, we plan to gently descend while traversing around North Peaks Eastern ridge, bringing us just west of Steelhead and Cascade Lakes. The next mile we will gain 1000 ft of elevation heading north passing a small 'secret' lake, of which Sky Col Pass lies above. Here, at 11564 ft we will descend 1300 ft down to Shepherd Lake, a section that is not technically difficult but tedious and will require us to remain alert and attentive. 300 ft from Shepherd lake, nestled in a beautiful basin that looks northeast up to Excelsior Mountain, is where we will make our final camp of the trip and enjoy some final moments in the High Sierra Wilderness.

Evac Plan: If evacuation is needed on day 11 we will descend Lundy Canyon trail by Saddlebag Lake, label Evac route 7, down to Lundy Canyon Trailhead and Campground which is road accessible.

August 20th 2026– Day Twelve in Field:

Day twelve we will pack up all of our gear for the final time and walk 11.1 miles down into Twin Lakes. While it is our final day, it is not exempt to its fair share of elevation gain, ascending 2897ft and descending 6040. Luckily, because we shuttled our car at the front end of the trip, we will not be bound by a set time constraint and although we plan to rise early for this day, we will not be under stress to make it to the trail head at an exact time. We will begin our last hike at Shepherd lake and descend for 2 miles northwest into Virginia Canyon until we reach the base of Grey Butte where we will ascend nearly 1400 ft to Soldier Lake, marking the end of any major steep elevation gain for the trip. From Soldier Lake we will stay on the western side of Grey Butte aiming for Stanton Pass situated very obviously between Stanton Peak and Virginia Peak. This climb is only a few hundred vertical feet and after a short Class 2 section will have us perched on the pass enjoying an expansive view. We will descend from the pass carefully, making sure to scout any class three sections and continue down a talus slope until the route levels out and we encounter Horse Creek, which we will follow for the rest of our mileage. Our next objective is to reach Horse Creek Pass, located at 10650 ft between Matterhorn Peak and Horse Creek Peak. Following Horse Creek trail to the pass and descending down its northern slope we will keep on the east side of horse creek and descend the established trail for the remaining 5 miles until we reach Twin Lakes and Mono Village. Here, we will exit the field, pick up our car from the Mono Village Resort, and drive 1 hour and 42 minutes back to Hostel California in Bishop, where we will spend the night. Evac Plan : If Evacuation is needed on day 12 we will continue our proposed route down to Twin Lakes, or descend evac route 7 if the distance is shorter.

August 21st 2026:

Our first day out of the field we will wake up in Hostel California and after a quick breakfast leave promptly back to New Mexico. As stated before, the drive is 901 miles and will take us a total of a little over 13 hours. We will start again around 7 AM and reach Lusa's house around 9PM after allotting an hour for stops along the way. When we arrive we will surely eat an enormous dinner and spend the 22nd in New Mexico before heading back to Colorado College to begin our junior year!

RKMF High Sierra Equipment List:

Lusa's Personal Gear

Clothing:

- 2x sports bras
- 1x hiking pant
- 2x athletic shorts
- 1x athletic long sleeve
- 6x underwear
- 4x hiking socks
- 1x warm wool socks for sleeping
- 1x patagonia fleece
- 1x light puffy jacket
- 1x rainjacket/shell jacket
- 1x Trail Runners
- 1x camp shoes: flip flops
- 1x sun hat
- 1x sun glasses
- 1x lightweight gloves

Sleeping:

- Sleeping Pad
- Sleeping Bag

Other Gear:

- 1x headlamp
- 1x hiking backpack
- 1x nalgene water bottle
- 1x 3L water bladder
- 1x book

Sofia's Personal Gear:

Clothing:

- 2x sports bras
- 1x hiking pant
- 2x athletic shorts
- 1x athletic long sleeve
- 6x underwear
- 4x hiking socks

- 1x warm woolen socks for sleeping
- 1x patagonia r1 fleece
- 1x light puffy jacket
- 1x rainjacket/shell jacket
- 1x Trail Runners
- 1x Camp shoes: (lightweight flipflops or other similar)
- 1x Sunglasses
- 1x sun hat
- 1x warm hat
- 1x lightweight gloves

Sleeping:

- 1x Sleeping bag
- 1x Nemo sleeping pad

Other Gear:

- 1x headlamp
- 1x Hiking Backpack
- 1x nalgene water bottle
- 1x book

Group Gear:

Cooking:

- 1x jetboil
- 2x all purpose collapsible bowl
- 2x all purpose collapsible mug
- 2x spork
- 1x multitool
- 2x lighter
- 1x Bear Bag
- 1x Bear canister
- 6x gallon ziplock bags
- 2x Aquamira
- 3x butane canister

Toiletries:

- 1x mini deodorant
- 1x toothpaste
- 2x toothbrush
- 1x sunscreen
- 1x small trowel

- 1x small roll of toilet paper
- 1x mini hand sanitizer

Gear:

- 1x 2 person tent
- 1x paper map
- 1x compass
- 1x Sierra High Route book by Steve Roper
- 1x first aid kit
- 2x ski strap

Misc/ Electronics

- 5x extra triple A batteries (for headlamps)
- 3x portable chargers
- 1x ZOLEO InReach
- 1x Bear Spray
- 1x Bug Spray

First Aid Kit: Mountain Series Backpacker Medical Kit (2 people 4 days)

While we recognize that this kit is meant for a shorter trip, when contrasting it with the Mountain Series, 4 people 7 day version, we found that there were several items that we either did not recognize the usage for, or would not be useful for our proposed expedition. However, we do feel as though our proposed first aid kit is lacking a few items so in addition to the included we will be adding several missing items and packing out the kit to fit our needs and length of trip. Those items are listed below.

Kit includes:

Cuts & Scrapes

- 5 - Easy Access Bandages®, 1" x 3" Fabric
- 5 - Easy Access Bandages®, Knuckle Fabric
- 6 - Antiseptic Wipe
- 4 - Alcohol Swab
- 2 - Triple Antibiotic Ointment

Fractures / Sprains

- 1 - Elastic Bandage with Hook & Loop Closure, 2"

Instructions

- 1 - A Guide to Wilderness Medicine

Instruments

- 1 - EMT Shears, 4"
- 1 - Splinter Picker/Tick Remover Forceps
- 3 - Safety Pin
- 1 - Register Your Kit Card

Medications

- 3 - After Bite® Sting & Bite Relief Wipe
- 4 - Ibuprofen (200 mg.), Tablets
- 4 - Acetaminophen (500 mg.), Tablets
- 6 - Aspirin (325 mg.), Tablets
- 3 - Antihistamine (Diphenhydramine 25 mg.), Tablets
- 2 - Diamode (Loperamide HCl 2 mg.), Tablets

Stop Bleeding Fast

- 1 - Trauma Pad, 5" x 9"
- 1 - Nitrile Glove, (Pair)

Wound Care / Burn / Blister

- 1 - Wound Irrigation Tool, 10cc. with 18 Gauge Tip
- 4 - Butterfly Closure Fabric Adhesive Bandage
- 1 - Tincture of Benzoin
- 4 - Sterile Gauze Dressing, 4" x 4"
- 4 - Sterile Gauze Dressing, 2" x 2"
- 2 - Sterile Non-Adherent Dressing, 2" x 3"
- 1 - Conforming Gauze Bandage, 2"
- 1 - Tape, 1" x 10 Yards
- 14 - Moleskin, Pre-Cut & Shaped Pieces
- 2 - Cotton Tip Applicator

Additional items to be added

- 1x Sam Splint
- 1x Ace Bandage
- 1x C-Splint, 36" x 4"
- 3 – Triple Antibiotic, Single Use
- 1 – Duct Tape, 2" x 5 Yards

FULL LIST OF FOOD

	Amount	Calories	Expense	Weight (g)
Breakfast				
Oatmeal	16x	2400	\$5.50	420g
Lunch				
Summer Sausage	4x	9000	\$25.16	1176g
Cheddar Cheese	2x 8oz	1920	\$8.40	453.6g
Tortillas	36x	5040	\$8.30	1080g
Nutella	2x	4000	\$11.1	700g
Dinner				
Mountain House Meals	22x	11000	\$274.78	3000g
Snacks				
Poptarts	32x	6400	\$15.96	1536g
Chocolate	12x	2520	\$19.74	480g
Gorp	2x gallon bags	5000	\$20	2,300g
Clif Protein Bars	12x	4640	\$23.88	816g
Regular Clif Bars	24x	3800	\$40.08	1388g
Gels (Maurten)	10x	2400	\$45	400g
Drink Mixes				
Skratch Electrolytes	12x	960	\$23.4	264g
Hot Chocolate	1x 22oz can	2600	\$5.99	623g

Tea	20x bags	48	\$8.98	40g
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* Food for our days in Bishop, California before the start of the expedition. Please note that these are California prices.

Expense	Cost	Quantity	Total
Eggs	\$6.99	1	\$6.99
Toast	\$3.14	1 half loaf	\$3.14
Rotisserie chicken	\$10.24	1	\$10.24
Bagged caesar salad	\$6.99	1	\$6.99
Pasta	\$3.99	1	\$3.99
Tomato Paste	\$2.06	1	\$2.06
Shallots	\$2.11	1	\$2.11
Chicken broth	\$4.00	1	\$4.00
Ground Beef	\$8.99	1	\$8.99
Hamburger buns	\$3.99	1	\$3.99
Sliced Cheese	\$4.29	1	\$4.29
			\$56.79

We compiled a list of food that we think will best support the caloric needs of our expedition. Our nutritional needs will be supplemented throughout the day with oatmeal, tortillas with meat, cheese or nutella and a lot of snacks and freeze dried meals for dinner. This gives us about 3,000 calories per day, per person. We think this will be an adequate amount of food for 12 days, with it divided amongst two restock days as well.

INITIAL SUPPLY- Day 0

- Oatmeal: 6x
- Summer Sausage: 1x
- Cheddar Cheese: 1x 8 oz block
- Tortillas: 10x
- Nutella: 1x container
- Mountain House Meals: 6x meals
- Poptarts: 8x (4 packets)
- Chocolate: 4x bars
- Gorp: 1x gallon bag

- Clif Protein Bars: 6x
- Regular Clif Bars: 8x
- Gels: 2x
- Skratch Electrolytes: 8x
- Hot Chocolate: 4x
- Tea: 8x

RESUPPLY 1- Day 4

- Oatmeal: 8x
- Summer Sausage: 2x
- Cheddar Cheese: 1x 8 oz block
- Tortillas: 20x
- Nutella: 1x container
- Mountain House Meals: 12x meals
- Poptarts: 24x (12 packets)
- Chocolate: 6x bars
- Gorp: 1x gallon bag
- Clif Protein Bars: 6x
- Regular Clif Bars: 12x
- Gels: 6x
- Skratch Electrolytes: 6x
- Hot Chocolate: 12x
- Tea: 12x

RESUPPLY 2- Day 10

- Oatmeal: 2x
- Summer Sausage: 1x
- Cheddar Cheese: N/A
- Tortillas: 6x
- Nutella: N/A
- Mountain House Meals: 4x meals
- Poptarts: 8x
- Chocolate: 2x bars
- Gorp: N/A
- Clif Protein Bars: N/A
- Regular Clif Bars: 4x
- Gels: 2x
- Skratch Electrolytes: 2x
- Hot Chocolate: 4x
- Tea: 4x

BUDGET

Expense	Cost	Quantity	Total
Gas Fuel	\$75	6	\$489.66*
Food*	\$593.06	1	\$593.06
Permits	\$16	1	\$16
Lodging	\$110	3	\$332.88
Resupply	\$3	5	\$15
Fuel Canisters	\$6	3	\$18
Med Kit	\$57.50	1	\$57.50
Shuttle	\$320	1	\$320
Paper Map	\$15	1	\$15
Shipping for Resupply Box	\$25	1	\$25
Grocery Tax	\$42.99	1	\$42.99
Carbon Emissions Offset	\$8.86	1	\$8.86
TRIP TOTAL			\$1,933.95

* Please note that California gas prices can range all the way up to \$4.85 a gallon