



Ritt Kellogg Memorial Fund Registration

Registration No. PQKC-HMNFJ
 Submitted Feb 2, 2021 11:33pm by Sarina Chalmers
 Approved Feb 3, 2021 2:00pm by Kate Macklin

Registration

2020/2021

Ritt Kellogg Memorial Fund

Registered

RKMF Expedition Grant Group Application 2020-2021

Ritt Kellogg Expedition Grant Applications Due at Noon Feb 3, 2021 12:00pm-12:00pm

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.

In addition to this Group Application, each team member must submit an Individual Application.

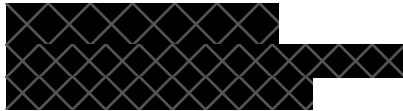
All Group Applications and Individual Applications must be received by Wednesday, February 3rd at noon. For more information, example applications, proposal writing tips, and further guidance, please visit <https://www.coloradocollege.edu/other/rittkelloggfund/grants/expedition-grants/overview.html>

Note: For the 2020-2021 application year, the following additional parameters have been established due to the COVID-19 pandemic:

- 2021 RKMF grants are limited to travel in the contiguous United States only (no Alaska, no Hawaii, no Canada).
- 2021 RKMF grants are limited to travel by personal vehicles only (no airplanes, buses or other forms of public transportation)
- An additional COVID-19 preparedness section has been added to the Group Application
- Expedition teams which receive funding must submit an updated COVID-19 preparedness form 3 weeks prior to their expedition

If you have any questions please email Kate Macklin, Outdoor Education and Ritt Kellogg Memorial Fund Coordinator, at kmacklin@coloradocollege.edu

Participant



Expedition Summary

Expedition Name

Thru-Biking the Oregon Timber Trail

Alternate Expedition Name

Saddle Sore Galore

Objectives

We hope to use our bikes, bodies, and the unique trail network that comprises the Oregon Timber Trail (OTT) to experience the Pacific Northwest in an especially challenging and entertaining way. Bikepacking is as ingenious a method of backcountry long distance travel as it is sometimes impractical. Via mountain bike, ripping fifteen mile descents can be knocked out in under an hour, and even the most monotonous trails are made more interesting when navigating them by bicycle. At the same time, loose, rocky sections of trail with intermittent steep descents can cause even experienced technical riders to spend an afternoon getting passed by backpackers as they laboriously push their bikes through talus fields of 'baby heads.' We are drawn to this high effort, high reward method of travel and hope to experience the changing landscapes of Oregon -- from the California desert to the Columbia River -- over the course of a twenty-day bike-packing backcountry expedition. We hope to invest the effort it takes to power our bodies and bikes 670 miles across variable terrains and, we hope to do some very cool maneuvers on some very heavy mountain bikes.

Location

This expedition will span the length of central Oregon and is conventionally divided into four tiers, each with its own unique ecologic and trail character. The Freemont tier begins on the California/Oregon border and includes some of the most remote and rugged segments of the OTT, boasting mostly ponderosa forests and desert landscapes. Water is scarce here and riding exposed. The second tier, the Willamette tier, includes the Southwestern portion of the Cascade Range and is far more lush with ample creeks and streams. The third tier is the Deschutes section of the trail, which travels closest to Bend, OR in the Eastern flank of the Cascade Range through, once again, a dry and volcanic landscape. The final portion of the trail, the Hood tier, reenters lush forests as it nears the Columbia River Gorge, with a final descent through Post Canyon, Hood River's world-class mountain biking trail system.

Departure Date

Jun 18, 2021

Return Date

Jul 11, 2021

Days in the Field

19

Wilderness Experience

We will be travelling through remote sections of Oregon. The Oregon Timber Trail is described as "unrefined" and has few trail markings. Mountain biking allows us to travel further faster than a typical thru-hike or wilderness hike would have. In this way we are able to travel through more remote and unforgiving landscapes than is typical with a backcountry expedition. For example, the Fremont Tier of the trip has sections with scarce amounts of water, but a 20 mile dry section is less of a barrier when thru-biking because we are capable of pushing 20 miles in one third of a day of riding. Grit is a huge part of bike packing. There is a considerable anaerobic component to technical mountain biking that doesn't exist in hiking and backpacking. We realized this fully on the Colorado Trail. The importance of high caloric intake and ample recovery time became highlighted early on. We would be remiss not to mention the fact that the OTT crosses several major highways and passes through a few towns. We will conduct this trip by interacting with these moments in civilization as little as possible. We will only travel down highways in the case of emergency or re-route. We will not shop, consume, or spend time in towns outside of picking up our resupply packages. We will camp at primitive sites throughout the duration of the trip and spend zero days in the backcountry, far from front country amenities.

Participant Qualifications

[Redacted text block]

Does your group have adequate experience?

Yes

Training Plan

Last September, we bike-packed the Colorado Trail together, a backcountry route that is known to be of a similar difficulty to the proposed route, the Oregon Timber Trail. On the Colorado Trail we traveled 540 miles in fifteen days via mountain bike, riding primarily single track from Denver to Durango, CO and gaining over 50,000 cumulative feet of elevation. Biking the CT inspired us to want to bikepack more routes across the country. In addition to our CT experience, we are both skilled and experienced mountain bikers. Madeline has been mountain biking competitively for four years, and was the inspiration for Sarina to compete in her first collegiate race during their freshman year at CC. They ride regularly, year round, and though they are strong endurance athletes, they do not restrict themselves to any single discipline in the sport (eg. cross country vs. downhill). Both of our wilderness experience extends beyond mountain biking. We are both certified Wilderness First Responders. Sarina is also LNT certified and works as a backcountry guide on overnight trips in Yellowstone and Grand Teton National Parks.

While we do possess adequate experience for the proposed expedition, there are always improvements to be made. Sarina is a trained employee at the Ski and Bike Co-Op with knowledge of bike maintenance. Madeline has taught herself the bike maintenance she needs to get by. However, we both want to improve upon these skills in case something strange and/or unexpected happens on the expedition.

In the upcoming months, we plan to practice the following skills: changing tires and tubes, patching tubes, adding bacon strips to tires, changing brake pads, indexing gears, manipulating cable tension, changing shifting cables, replacing chains, and replacing a derailleur hanger. To practice these things, we will watch instructional YouTube videos. Madeline also lives with Sam Bower, Ski & Bike Co-Op manager (and a very skilled bike mechanic), and Sam has agreed to help teach and clarify any questions when YouTube videos do not suffice.

In addition to learning more bike maintenance, we will be getting in shape prior to our expedition. We plan to ride 6 days/week, averaging 14 hours/week from March forward. This includes doing rides with our bike bags on and fully loaded to make sure all our equipment is functional and works together.

In the months and weeks leading up to the expedition, we will also be sure to call local rangers, forest services managers, and bike shops to check on trail conditions.

Expedition Logistics, Gear and Food

Travel Plan

We will both be driving to the terminus in Hood River, OR. Sarina will be driving from Idaho where she will be living alone, and Madeline will be driving from Vermont where she will be living with her family. From there they will leave one car in Hood River and will drive together to the start of the trail and leave a car at the trailhead. When the expedition is done, they will drive back to the start of the trail and get the other car. Both participants will begin socially distancing fourteen days before the first day of the trip so that when they meet up, they can become a bubble with minimal risk of bringing COVID to each other or the area.

Expedition Itinerary

[Day by day itinerary \(2\).pdf](#) (6.5MB)

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Digital Map

<https://caltopo.com/m/04EN#>

Re-Ration Plans

We plan to re-ration four times by mailing packages to stores ahead of time and picking them up while in the towns. When entering the stores to pick up packages, we will limit our time inside to 15 minutes, keep a distance of six feet whenever possible, and we will wear masks. We will also use hand sanitizer before and after handling anything used by others (doorknobs, counters, pin pads, etc.).

Food Storage

We will store all of our food, trash, and scented items (eg. toothpaste, soap) in lightweight bear hangs. We will use the PCT bear hang method with a carabiner and a stick. We will not be able to carry ursacs or bear canisters due to the size and weight limitations of bikepacking. We will repackage all food and trash into ziplock bags to help with odor

control. If we are camping above treeline or in an area without overhanging branches we will store food and scented items in our main frame bag and camp a safe distance from our bikes.

Food List

[Food List.pdf](#) (74KB)

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Equipment List

[RKMF Gear \(1\).pdf](#) (43KB)

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First Aid Kit List

[First Aid Kit \(1\).pdf](#) (51KB)

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Impact

On our expedition, we will follow the 7 LNT principles. We will bring a trowel and use it to dig 6-in deep and 4 in wide holes to poop in the morning. The holes will be dug at least 200 ft from water sources and from our camp. We will dispose of grey water on land at this same distance. We will dispose of our trash in trash cans we find along the route. The OTT passes by established campsites and trailheads, some of which will have trash cans. At these spots we will look for trash cans and dispose of waste there if possible. If that is not possible, we will hold onto trash until our next reration and dispose of our trash there.

We are limiting our transportation as much as possible, but our ecological impact of this trip is not ideal because we will be using private transportation and driving separately. However, we will offset our emissions during this expedition. Our cultural impact will be as limited as possible due to COVID. We will try to not engage with people in towns, mitigating our risk of spreading COVID. As we ride, we will wear buffs and carry masks that are easily accessible. If we stop to talk to someone along the route, we will maintain a 6' or greater distance and wear face coverings. However, we do expect to speak with over travelers in a safe way. We will always be respectful and kind, representing CC and our homes in a positive way.

As for the ecology of the area we will be travelling through, we will try to choose campsites that are already established. Only as a last resort will we camp somewhere that does not seem to have been touched by humans. Since the OTT is a relatively travelled route, choosing campsites without a large impact should be relatively easy. We will also NEVER have fires on this route, as the forest fire risk in this area tends to be high.

Total Carbon Emissions Offset: \$14.31

Risk Management

Objective Hazards

Weather

Due to the impacts of human-caused global climate change, weather, especially in the Pacific Northwest, is becoming increasingly variable. Hot and/or cold spells are becoming more likely any time of the year, and though serious rain events are uncommon in the summer months, GCC could create rainier conditions than expected. As a result of fire suppression tactics dating back decades, wildfires are also a big risk in the area we ride through.

(Rain)

Because riding on trails while it is actively raining is not good for trails or bikes, we will try to avoid riding in heavy rain. In conjunction with this we will make it a goal to never ride above treeline in the afternoon, as this is the time of day it is most likely for thunderstorms to roll in. Our itinerary reflects this goal. For the sake of convenience we will try to stay in our tent during any heavy downpours to avoid wet gear as much as possible. If there is lightning we will assume lightning position (crouch on sleeping pad, heels together). During more mild rain events we may choose to ride through the rain (depending on the condition of the trail). To prevent sleeping/camp gear from getting wet we will be sure to waterproof all of our bags and double bag sleeping bags. We will wear wool/synthetic materials only to avoid chafing of wet clothing. We will carry rain coats, but have chosen to leave rain pants at home as chamois typically dry quickly overnight and the excess fabric of rain pants makes biking difficult and dangerous.

(Cold)

We have chosen to ride the OTT during Oregon's warmest month of the year. Even at our highest elevation days, the July average temperatures are in the 60s (F) and average snowfall in zero inches. We will bring down jackets and 20 degree sleeping bags, and these will keep us safe in the event of an unexpected cold spell. We will also minimize the

dangers of cold weather by keeping our sleeping gear and camp clothes dry at all times. We will always have a dry pair of socks and a change of clothes. If weather gets cold and our riding gear gets wet, we will sleep with our gear in our sleeping bags to warm it up for the morning.

(Heat/Sun Exposure)

The average temperature along the OTT during the month of July is 82 degrees. Exercising in this kind of heat can lead to overheating/heat stroke if precautionary measures are not taken. The number one precautionary measure will be hydration. We have a goal of consuming 4 Liters of water a day. We will take sections with low water availability seriously and be sure to carry extra water on these portions of the trail. We will also apply sunscreen regularly, wear light layers to cover exposed skin, and take breaks in the middle of the day when the temperatures are hottest.

(Fire/Smoke)

We will monitor Oregon wildfires in the months and weeks leading up to our trip. We should be riding early enough to not encounter smoke or fires, but if we encounter smoke or wake up to a hazy sky at any point during our trip, we will turn on our communication devices to figure out the status of fires in the area. We will change our route/schedule while on trail if fire danger becomes an issue or if smoke inhalation seems like a present threat. Exercising in smoky conditions could put us at greater risk of contracting COVID-19 and/or other lung infections, so it is a huge priority to stay out of hazardous smoke conditions.

Injury

(Persistent/Overuse) We will avoid injuries from overuse by adequately training for the trip. We will be in good enough shape to not overstress our bodies, muscles, and tendons by riding all day. We will train with the same gear we use on the trip to avoid blister/bike fit problems. We will most definitely experience saddle sores. We will treat these with chamois cream during the day, skin repair cream at night, and thorough cleaning/drying in between to avoid infection.

(Acute) We will avoid acute injuries by being good at biking and decision making (ie. no new tricks, play it safe). We will deal with acute injuries by employing our training as WFRs and our emergency/self evacuation protocols.

Wildlife

Black bears and mountain lions have been documented in some of the areas where we will be traveling. Because we are on mountain bikes we will be a more intimidating target than hikers and backpackers. However we want to play it safe and ride with bear spray canisters affixed to our bikes at all times. If we see a bear we will back away slowly, and if the bear approaches us aggressively we will deploy our bear spray. If they continue to attack, we will fight back and use our bikes to make us appear larger. If we see a mountain lion, we will back away slowly and fight back if attacked.

Navigation

We will have the full caltopo GPX file downloaded on our wayfinding navigation device. We will also have all the mountain bike trails in Oregon downloaded on our phones. In addition to our electronic maps, we will carry paper maps of all four of all the ranger districts that we will travel through.

Evacuation Plan

There are multiple scenarios that would require a non-emergent evacuation. We would classify this as any evacuation that takes us off trail and into civilization that is not listed on our current itinerary. In the event of a mechanical, we will hopefully be able to repair our bikes in the field at least to the point where we will be able to "single speed" ride out to the nearest road and into a town with a bike shop. These road crossings and bike shops are all listed in our itinerary by day. We discuss our technical repair skills elsewhere in this grant, but they are sufficient to fix any common mechanical problem that would arise on this ride. Worst case scenario is that a bike becomes broken to the point that it cannot be ridden or fixed at all. In this case we will push/walk our bike to the closest daily evac spot. There are no sections of trail where it should take more than two days of walking to get to a 4x4 or vehicle accessible road. From here we will decide whether it is a better idea to continue on foot or take advantage of vehicle access to get to the nearest town. One huge advantage we have is that Sarina has been living in and around Hood River since March 2020. In the event of a self-evacuation, she has many COVID-conscious friends who would be willing to drive to a trailhead to pick up Sarina, Maddie and their bikes. This would be our preferred plan if we do need vehicle assistance, with help from authorities or strangers being our worst-case-scenario option.

In the event of inclement weather or minor injuries, we will first attempt to wait them out in the backcountry. If it becomes clear that we are not in a safe position to wait out weather or injury, or our food supplies are too depleted, or the situation appears to be worsening, we will quickly move to the closest road crossing/trailhead/4x4 track. This will not necessarily be the daily evac spot, rather it will be whatever location we judge to be the closest and most efficient way to access civilization. We will make this call based on maps and our Garmin GPS. Sarina has experience using her Garmin to find evacuation routes out of very remote rivers following injury and the loss of kayaks. She is familiar with the interface and wayfinding on the device. We will also make the call to either move with or without our bikes. If we think that pushing our bikes will take too long and put us in danger, we will lock them to a tree and return for them as soon as possible.

In the event of an injury that is severe enough we cannot move to a new location, we will be forced to call in help from outside sources. We will attempt to use cell phones to call land managers to deploy SAR. Our next option will be to use the Earthmate app to communicate via satellite, with the SOS button on our InReach being our worst-case scenario, true emergency situation option.

Special Preparedness

Sarina does not have any medical history that warrants special preparedness. Maddie wears contacts. To prepare for this, Maddie will bring her glasses and an extra set of contacts. Maddie also has Hashimoto's Thyroiditis, an autoimmune disease. This is completely treated with medication, and Maddie will bring 1.5 months worth of medication on the expedition to plan for the absolute worst.

Emergency Resources

We will enter these phone numbers into our InReach and cell phones. The day-by-day itinerary has a more detailed layout of which phone number to use based on location.

Bike Shops

Tall Town Bike and Camp, Lakeview, OR - (503) 314-6095

Zach's Bikes, Klamath Falls, OR - (541) 851-9200

Willamette Mountain Mercantile, Oakridge, OR - (541) 782-1800

Mt. Bachelor Repair Shop, Mt. Bachelor - (800) 829-2442

Blazin Saddles, Sisters, OR - (541) 719-1213

Dirty Fingers Bicycles Repair - 1235 State St. | Hood River, OR 97031 | (541) 308-0420

Land Managers

Fremont-Winema National Forest - (541) 947-2151

Middle Fork Ranger Station - Willamette National Forest - (541) 782-2283

Deschutes National Forest, Bend, OR - (541) 383-5300

Willamette National Forest Detroit, OR | 503-854-3366

Mount Hood National Forest Sandy, OR | (503) 669-1700

Sheriff's Offices

Lake County Sheriff: (541) 947-2504

Klamath County Sheriff: (541) 883-5130

Lane County Sheriff: 541-682-4150

Deschutes County Sheriff: (541) 388-6655

Linn County Sheriff: (541) 967-3950

Marion County Sheriff: (503) 588-5094

Clackamas County Sheriff: (503) 655-8211

Hood River County Sheriff: (541) 386-2098

Hospitals

Lake Health District - 700 S. J St. | Lakeview, OR 97630 | (541) 947-2114

Sky Lakes Medical Center - 2865 Daggett Ave. | Klamath Falls, OR 97601 | (541) 882-6311

St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

PeaceHealth Sacred Heart Medical Center University - 1255 Hilyard St. | Eugene, OR 97401 | (541) 686-7300

Providence Hood River Memorial Hospital - 810 12th St. | Hood River, OR 97031 | (541) 386- 3911

Emergency Communication

Our primary emergency communication device will be Sarina's Garmin InReach Explorer SE+. She pays for an annual subscription that includes 20 messages, unlimited pre-set messages and SOS calls. The InReach will also have navigation and GPS capabilities (both on the device and through the Earthmate App) as a back-up to Madeline's Wahoo GPS unit. We will also carry cell phones as emergency communication devices for any times when we have service. We will keep our cell phones turned off unless we are taking photos and on airplane mode unless we need to communicate about an emergency. We will carry spare battery packs to keep our devices charged.

COVID-19 Preparedness

What is the current COVID-19 situation in the area where you are intending to travel?

Cases are currently on an overall downward trend in Oregon, however this past week there have been more cases reported than the week previous. On the expedition, we will be travelling through Lake, Deschutes, Klamath, Lane, Jefferson, Linn, Marion, Clackamas, Wasco, and Hood River counties.

Lake County- New Weekly Cases: 4, Percent of Hospital Beds Occupied- 18.7%

Deschutes County- New Weekly Cases: 32, Percent of Hospital Beds Occupied- 70%

Deschutes County has the highest current risk of any other country we will be travelling through. We plan to only camp 3 nights in Deschutes county, staying away from populated areas and other people. Most of the cases in the county are located in Bend, OR, which we do not pass through. Our only interaction with the population center will be the hospital if we are faced with an expedition-ending emergency. Our resupply in Deschutes county is in Sisters, an area where there are fewer COVID cases.

Klamath County- New Weekly Cases: 88, Percent of Hospital Beds Occupied- 27%

Jefferson County- New Weekly Cases: 6, Percent of Hospital Beds Occupied- 60%

Linn County - New Weekly Cases: 16, Percent of Hospital Beds Occupied - 58%

Marion County- New Weekly Cases: 76, Percent of Hospital Beds Occupied- 33%

Clackamas County- New Weekly Cases: 68, Percent of Hospital Beds Occupied- 50%

Wasco County- New Weekly Cases: 5, Percent of Hospital Beds Occupied- 66.6%

Hood River County- New Weekly Cases: 5, Percent of Hospital Beds Occupied- 47%

All of these counties (except Lake County, which is at a "Low Risk" level) are at an "Extreme COVID Risk" level, ranked by the state of Oregon. However, Oregon is in the top-20 of states ranked by vaccine distribution, and hopefully this will show in COVID cases and risk level by the time of the expedition. There is no required quarantine period for the state of Oregon or backcountry travel restrictions. We will continually check the Oregon Health Authority website leading up to our expedition to understand the trend in COVID cases and ICU capacity of the areas through which we will be travelling.

How do you intend to mitigate the risks of exposing yourself and your teammates to COVID-19 while traveling to your trailhead?

Traveling to the trailhead we will not go into stores. We will both buy all the essential food, water, etc. for the drive at home and will carry it with us to the trailhead. We will only stop at gas stations and will use hand sanitizer before and after touching the pumps. Maddie will sleep in her car or camp on her drive from Vermont to Oregon, eliminating any exposure at a hotel.

How do you intend to mitigate the risks of exposing the residents of the area(s) where you will be traveling to COVID-19?

Neither of us will likely have access to the vaccine early, but if we somehow can get a vaccine, we are both going to jump at that opportunity. We will both get tested 14 days prior to the expedition and will quarantine from that point until our arrival in Hood River, where we will become one COVID bubble. We will wear masks and social distance if we do need to enter any space during this time period.

How do you intend to mitigate the risks of COVID-19 while in the field?

On the trail, we will act as one family unit. We do not have enough room while bikepacking to carry 2 tents, so we will have to share a tent. We will follow our pre-expedition protocol, ensuring that neither of us has covid before the expedition. In the field, we will bring masks and hand sanitizer to assist with COVID risk mitigation.

If someone on your expedition develops COVID-19 symptoms, how will you handle it?

If one of us develops mild COVID-19 symptoms we will suspend all strenuous biking immediately to prevent exacerbating symptoms. We will travel to the nearest trail head and find an easily accessible camp site. We will socially distance from each other as well as possible and always wear masks within 6ft of each other. We will order a pixel test to the nearest post office and the person without symptoms will travel into the nearest town to pick up the COVID test as well as additional supplies and food. We will stay in the campsite until receiving a test result while maintaining a 6ft distance and cooking separately. If symptoms do not worsen, we will quarantine/self isolate for ten days after onset of symptoms before continuing the trip or cutting the trip short. If symptoms worsen or are more serious than a very mild case of COVID-19, we will contact local medical services and request information on quarantine facilities (eg. medical personnel hotels or Air BNBS) in the area and begin to work on getting our cars back to us. We are fortunate

Budget

Budget

[Budget \(3\).pdf](#) (80KB)

Uploaded 2/2/2021 11:18pm by Sarina Chalmers

Transportation

814.26

Food and Fuel

439.09

Maps and Books

0

Permits/Fees

0

Gear Rentals

740

Carbon Emissions Offsetting

14.31

Total Funding Request

\$2143.42

Funding Per Person

Maddie: \$701.71 Sarina: \$1,441.71

Cost Minimization Measures

We are using almost all of our own camping/bike packing gear including bags (some of which we made ourselves). Maddie is using her own bike and Sarina secured a deal on a long term rental. We are camping along the way to avoid lodging costs and have kept cost in mind when choosing our food.

Expedition Agreement

[Redacted]

[Redacted]

Maddie Pre Trip

Day A

Depart from [REDACTED]

Will be sleeping in car in the WalMart parking lot

13 hr 45 min driving

Day B

[REDACTED]

Sleep in a tent at a free dispersed campsite [REDACTED]

12 hr 23 min driving

Day C

[REDACTED]

Sleep in car at [REDACTED]

12 hrs 36 min driving

Day D

[REDACTED]

[REDACTED]

7 hr 42 min driving

Sarina Pre Trip

Day D

[REDACTED]

[REDACTED]

6hr 15 min driving

Both Pre Trip

Day E

Drive Maddie's car to Cave Lake Campground

6hr 28 min drive

Day 1

Unpack bikes and start riding!

Start the route at the Cave Lake Campground and camp at a spring that has been reliable the past seasons. We will reach our highest elevation (8,300 ft) on day one. The trail will offer views of Mt. Shasta and the Three Sisters. Riding will be exposed and rocky at times.

Mileage : 33.57 miles

Elevation Gain: 5541 ft

Elevation Loss: 5253 ft

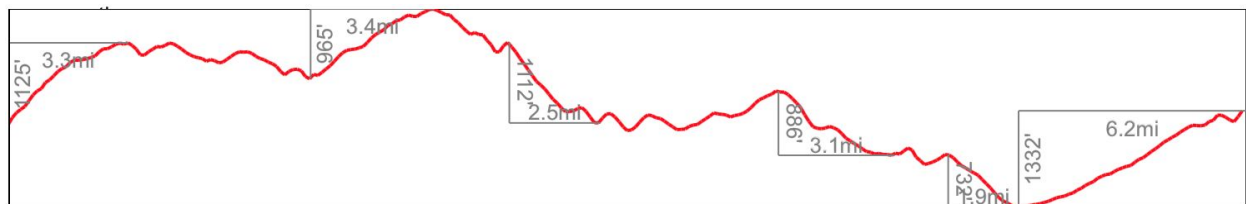
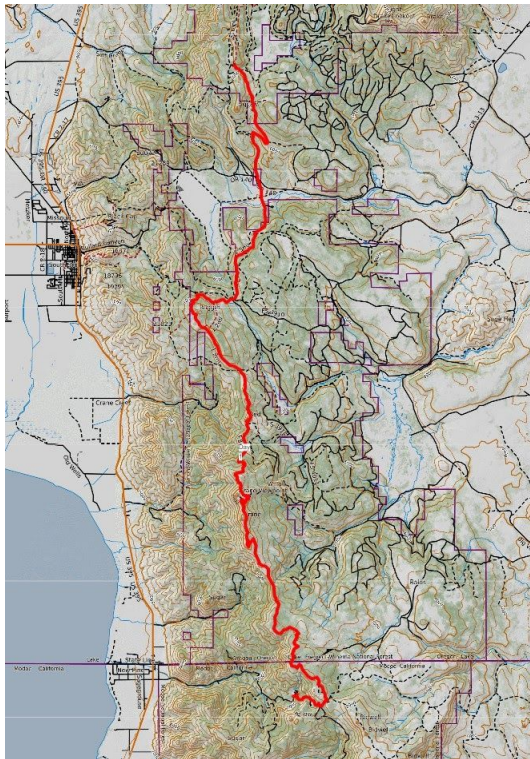
Starting Coordinates: 41.9789, -120.2050

Ending Coordinates: 42.2792, -120.2500

Closest Bike Shop: Tall Town Bike and Camp, Lakeview, OR - (503) 314-6095

Closest 24/7 Medical Facility: Lake Health District (541) 947-2114 700 S. J St. Lakeview, OR 97601

Evac Plan: In the first half of the day, the trailhead will be the closest bailout. As we gain mileage, we will be riding towards Warner highway (140) (mile 28). The trail is closest to Lakeview (West) where it crosses Warner Highway.



Day 2

Ride through familiar rocky single track past Mt. Drake trailhead down to a ripping seven mile descent down Cripple Creek (last water source for 25 miles). Cross Highway 395 and head North at the Cox Trailhead. From here we climb several passes over basalt mountains (Moss and Round and Morgan Butte).

To Moss Spring

Mileage: 39.23 miles (is this too much -- I don't think so.)(72.8)

Elevation Gain: 4840 ft

Elevation Loss: 5411 ft

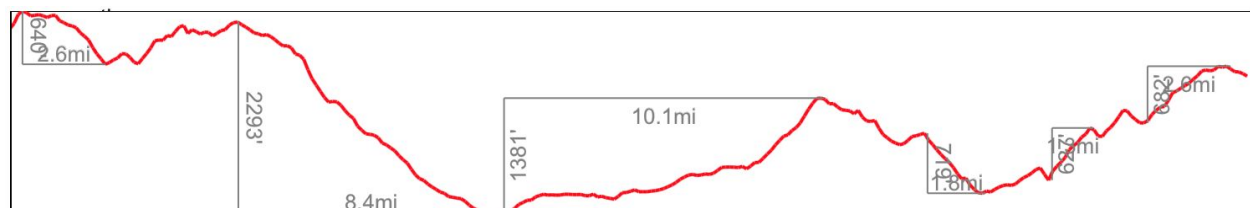
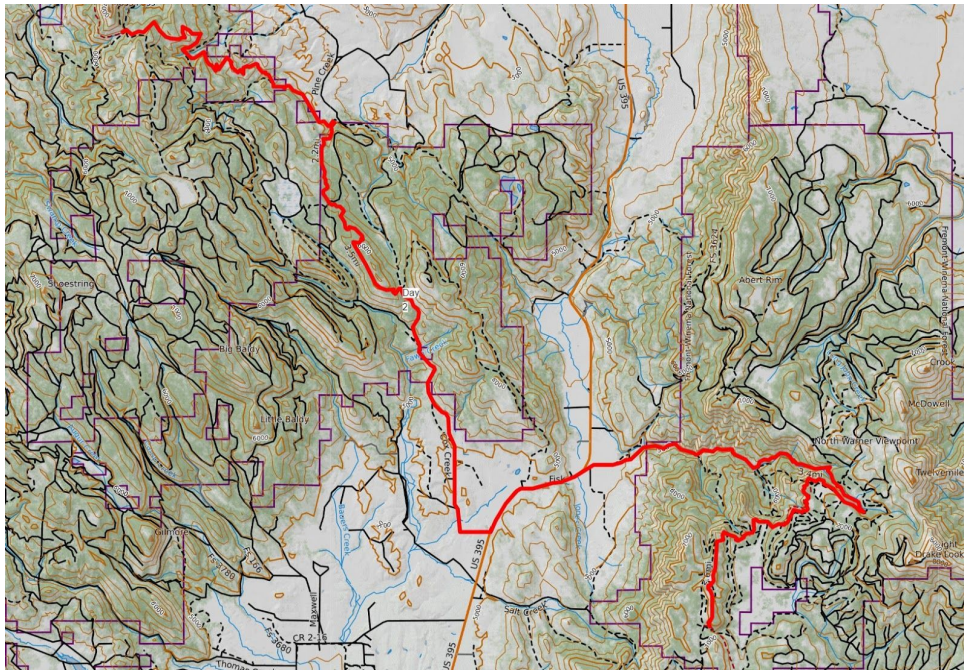
Starting Coordinates: 42.2792, -120.2500

Ending Coordinates: 42.4695, -120.5019

Closest Bike Shop: Zach's Bikes, Klamath Falls, OR - (541) 851-9200

Closest 24/7 Medical Facility: Lake Health District (541) 947-2114 700 S. J St. Lakeview, OR 97601 // Sky Lakes Medical Center (541) 882-6311 2865 Daggett Ave., Klamath Falls, OR 97601

Evac: In the beginning of the day we will be closest to Warner Highway (140) which we can take West towards Lakeview. 395 can likewise be taken South to Lakeview. After turning North at the Cox trailhead, we will enter a more remote section where self evacuation will require turning around and travelling back towards 395.



Day 3

Moss Spring to near Currier Spring along the Winter Rim. This will be a rugged section of trail with some of the best views of the whole trip. There are few water crossings and it will be necessary to fill up at each source with careful planning for getting to the next source.

Mileage: 37.33 miles (110.13)

Elevation Gain: 5276 ft

Elevation Loss: 4694 ft

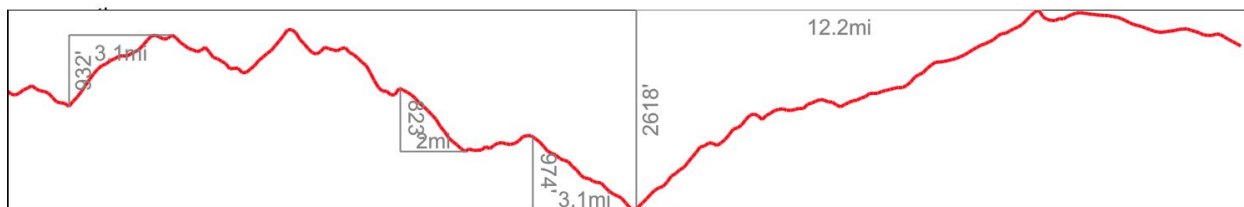
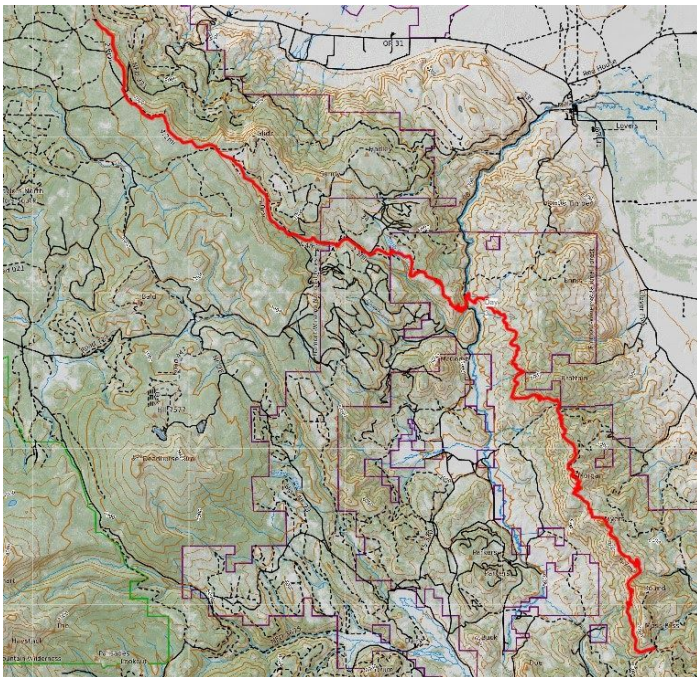
Starting Coordinates: 42.4695, -120.5019

Ending Coordinates: 42.7313, -120.8139

Closest Bike Shop: Zach's Bikes, Klamath Falls, OR - (541) 851-9200

Closest 24/7 Medical Facility: Sky Lakes Medical Center (541) 882-6311 2865 Daggett Ave., Klamath Falls, OR 97601

Evac: Our best evac option for the day will be FS330 at mile 19 of the trail which we can take 7 miles North towards Paisley, OR.



Day 4

Currier Spring to Silver Creek. There is no reliable water for the majority of this day, so we will have to take all water for the day with us. Additionally there will be a 10 mile section with moderate exposure where it will be necessary to follow carins for wayfinding. We will be sure to check weather systems as day four approaches to ensure we won't expose ourselves to inclement weather above treeline.

Mileage: 39.95 miles (150.08)

Starting Coordinates: 42.7313, -120.8139

Ending Coordinates: 42.9992, -121.0921

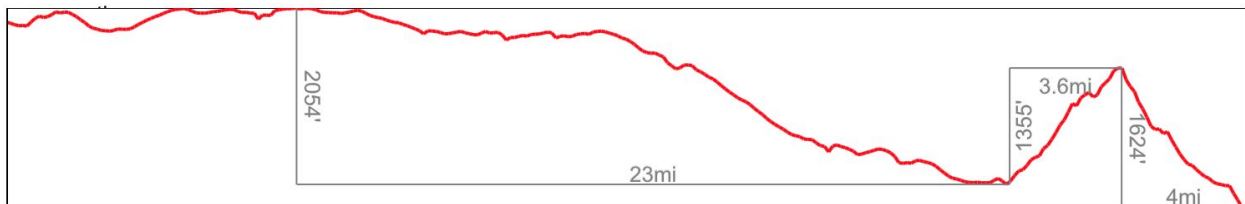
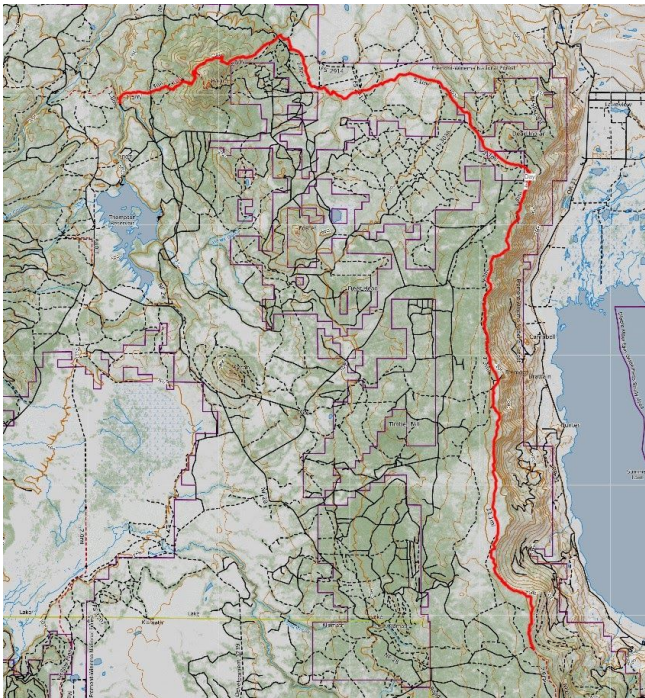
Elevation Gain: 2775 ft

Elevation Loss: 4936 ft

Closest Bike Shop: Zach's Bikes, Klamath Falls, OR - (541) 851-9200

Closest 24/7 Medical Facility: Sky Lakes Medical Center (541) 882-6311 2865 Daggett Ave., Klamath Falls, OR 97601

Evac: The best evac option for the day is to take NF 28 North towards Silver Lake. At mile 11.25 there is also a trailhead at Fremont Point.



Day 5 - Chemult Resupply (mile 206)

Silver Creek to around Chemult. Climb to the top of Yamsay Mountain and then descent through the fallout zone of the Crater Lake eruption. There are two important water refill spots after Mt. Yamsay. At the end of the day we will pass by Chemult, pick up our first resupply, stop at Walt Haring Campground to fill up on potable water and continue a mile to a camp spot

Mileage: 57.62 miles (207.7)

Starting Coordinates: 42.9992, -121.0921

Ending Coordinates: 43.2269, -121.8044

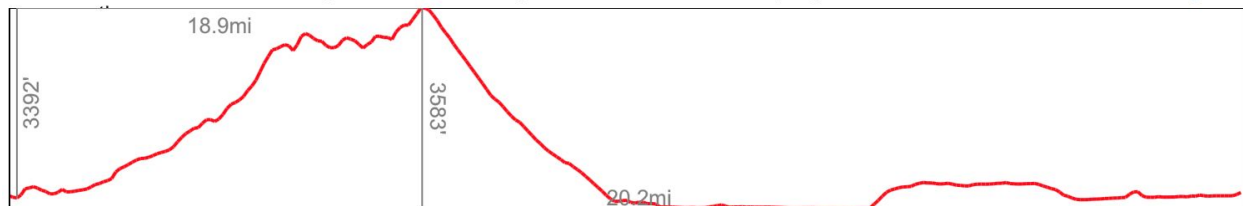
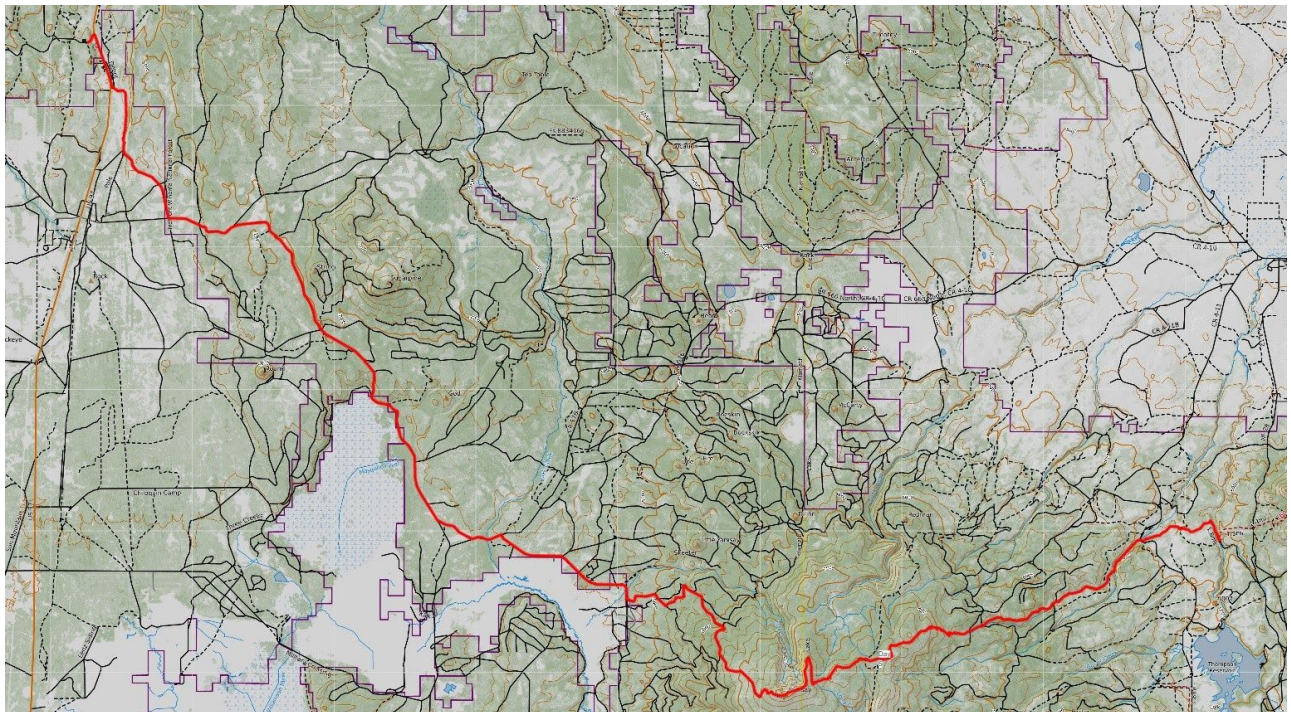
Closest Bike Shop: Willamette Mountain Mercantile. Oakridge, OR (541)-782-1800

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: At the end of the day we will cross US 97 which is 5 miles North of the small town of Chemult, OR. This is our best bet for a self evac. If we are closer to the beginning of the day, we will travel back to NF 28 and take it to Silver Lake.

Elevation Gain: 5161 ft

Elevation Loss: 5107 ft



Day 6

Walt Herring Campground to Windy Lakes. We will cross from Fremont National Forest to Deschutes National Forest and travel into heavily wooded forest. There is a high likelihood of many downed trees, but the trails are less technical with overall smoother riding than in the Fremont tier.

Mileage: 33.09 miles (240.79)

Elevation Gain: 3154 ft

Elevation Loss: 1769 ft

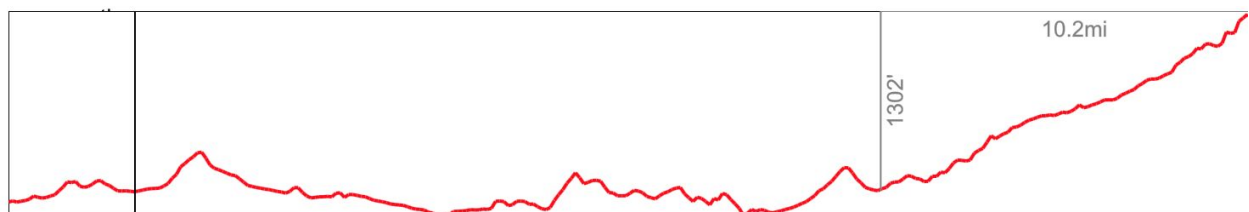
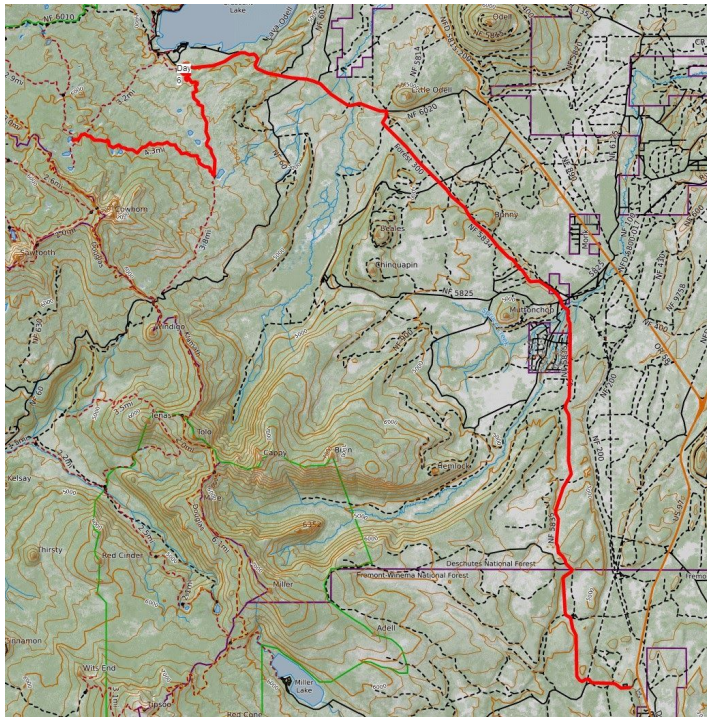
Closest Bike Shop: Willamette Mountain Mercantile. Oakridge, OR (541)-782-1800

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: Throughout the day we will be about a mile East of OR 58. There are multiple waypoints with FS trails that will take us to the highway (OR 58). From there we can travel <10 miles North to Crescent, OR or <10 miles south to Chemult, OR.

Starting Coordinates: 43.2269, -121.8044

Ending Coordinates: 43.4264, -122.0745



Day 7 - Oakridge Resupply (mile 301)

This day will be a treat with mostly long technical mossy descending by mountain lakes and creeks. We will end with a nice 20 miles of flat into our second resupply in Oakridge, OR. We will pick up our package at Ray's grocery and then ride a few miles out of town towards Salmon Creek Falls where we will camp.

Mileage: 65.32 miles (306.11)

Starting Coordinates: 43.4264, -122.0745

Ending Coordinates: 43.7604, -122.3787

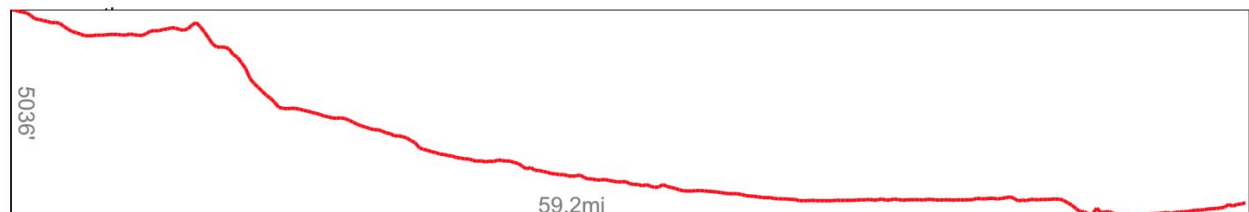
Closest Bike Shop: Willamette Mountain Mercantile. Oakridge, OR (541)-782-1800

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: We will parallel USFS Rd 21 for much of the day towards Oakridge, OR. This (Oakridge) is our best evac option, or if we are closer to the beginning of the day, we will head North on OR 58 towards Crescent Lake Junction.

Elevation Gain: 1747 ft

Elevation Loss: 6446 ft



Day 8

Salmon Creek Falls to Gold Lake. We will finish the Willamette Tier by crossing the Cascade range one last time. We will climb 7,000 feet on primarily remote, forested gravel roads for most of the day, camping just before Waldo Lake.

Mileage: 29.47 miles (335.58)

Elevation Gain: 7157 ft

Elevation Loss: 3853 ft

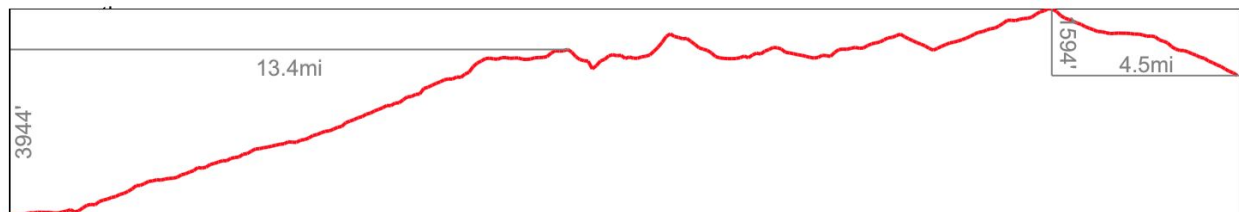
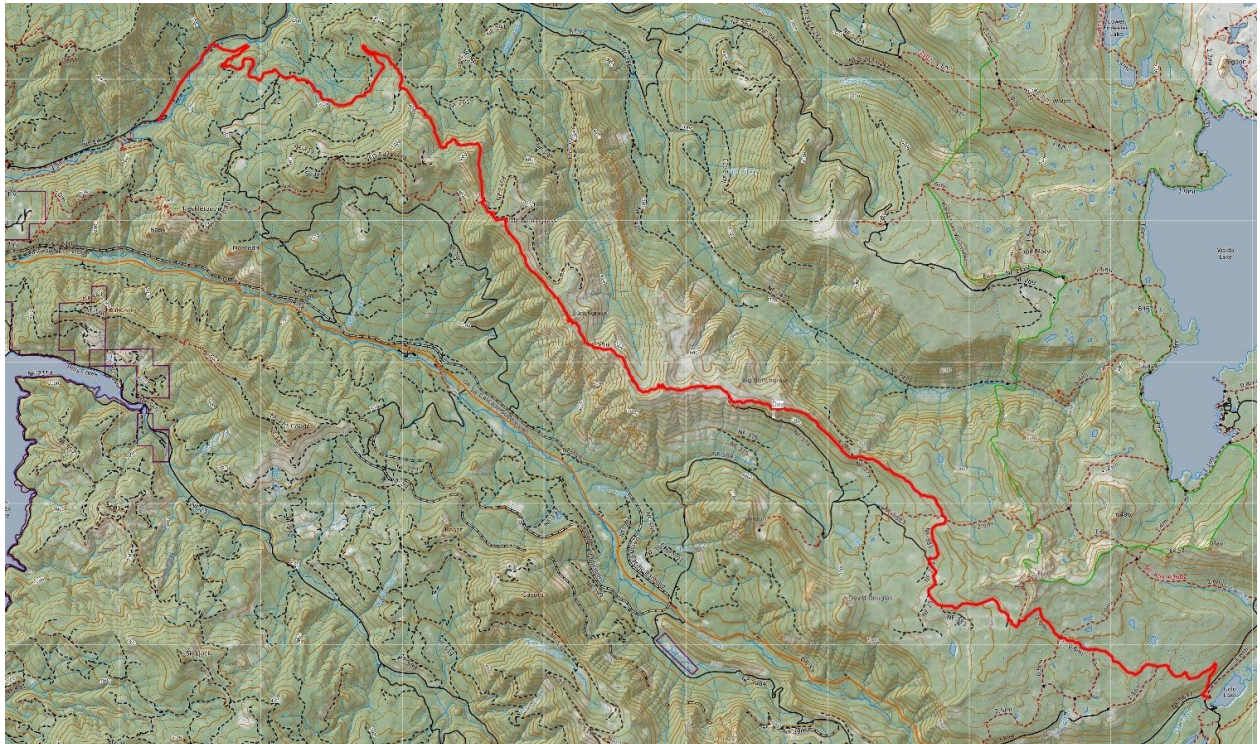
Closest Bike Shop: Willamette Mountain Mercantile. Oakridge, OR (541)-782-1800

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: We will ride parallel to OR 58 for most of the day with multiple waypoints to take FS trails ~1 mile South to 58. From 58 we can travel West to Oakridge or East to Crescent Lake Junction.

Starting Coordinates: 43.7604, -122.3787

Ending Coordinates: 43.6333, -122.0478



Day 9

Zero day at Gold Lake (located in Lake County, extremely low COVID levels) in an open alpine forest with a system of hiking trails with one 3.3 mile trail that leads to the road to Oakridge.

Day 10

Gold Lake to Lemish Lake will be our first day in the Cascade Lakes Range. The forest will be drier and the riding will be flatter and easier. We will spend most of day 10 riding around Waldo Lake, dipping in the lake, and enjoying new terrain.

Mileage: 27.31 miles (362.89)

Elevation Gain: 2702 ft

Elevation Loss: 2355 ft

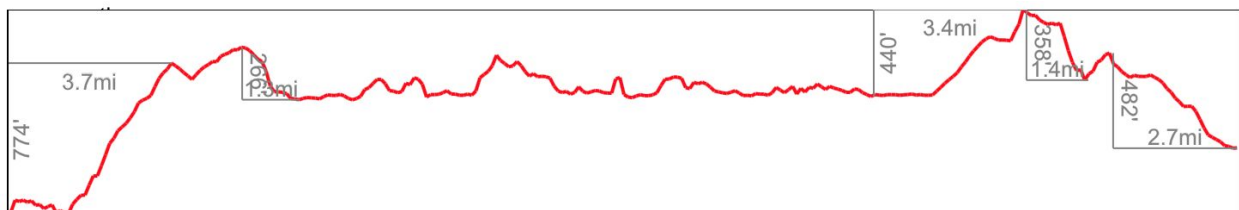
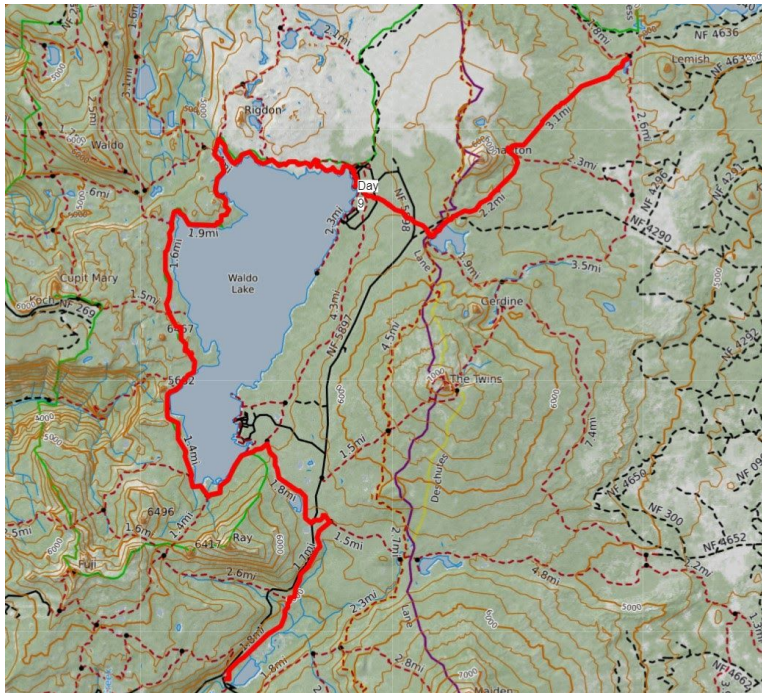
Closest Bike Shop: Willamette Mountain Mercantile. Oakridge, OR (541)-782-1800

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: Cross NF 5897 multiple times throughout the day which can be taken South towards Crescent Lake Junction

Starting Coordinates: 43.6333, -122.0478

Ending Coordinates: 43.7893, -121.9089



Day 11

Past Waldo Lake to near Todd Lake. We will continue riding through the Cascade Lakes section and then cut back into the wilderness to ride around the Eastern shoulder of Mt. Bachelor. We will be sure to carry plenty of water for the second half of the day.

Mileage: 53.99 miles (416.88)

Elevation Gain: 5021 ft

Elevation Loss: 3672 ft

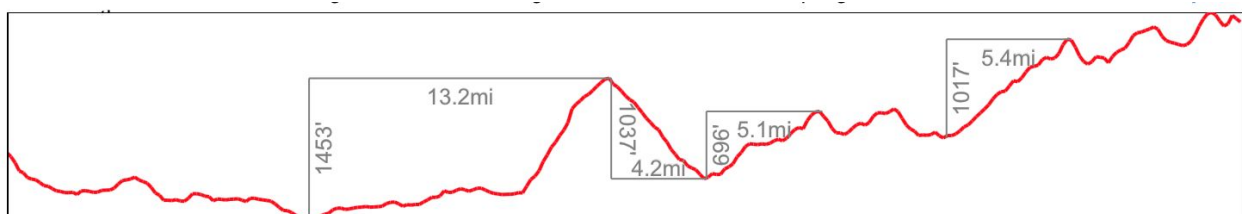
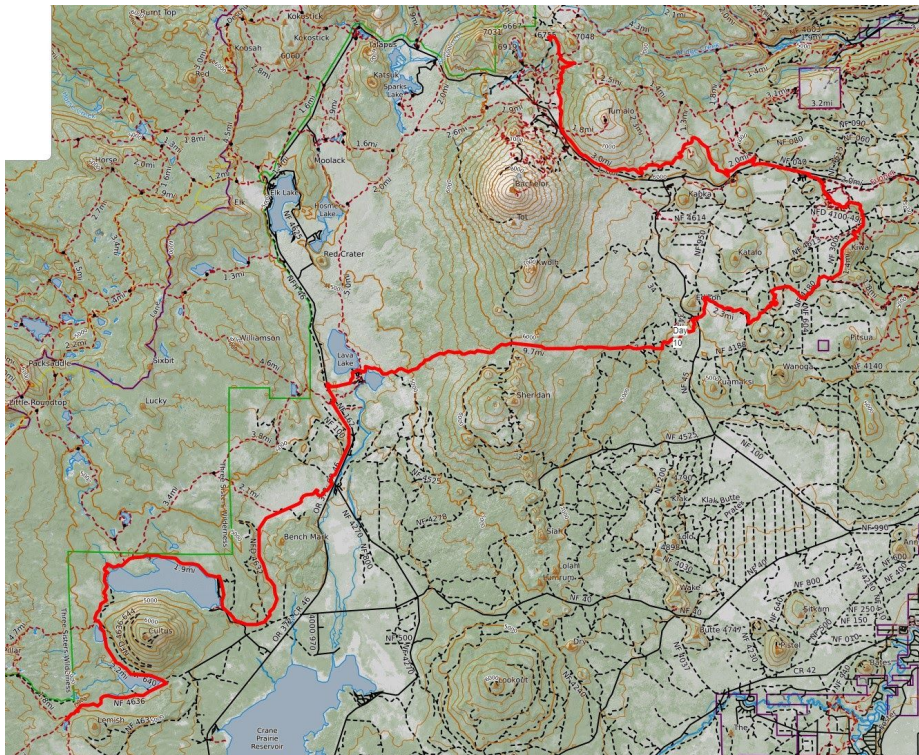
Closest Bike Shop: Mt. Bachelor Repair Shop (800)-829-2442

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: We will cross NFH 46 at mile 20 which we can take North to Mt. Bachelor or South to Crescent Lake Junction. We will cross NF 45 at mile 30 which we can take North to Mt. Bachelor, and we will begin to parallel Cascade Lakes National Scenic Byway at mile 47 with multiple waypoints providing access for the remainder of the day.

Starting Coordinates: 43.7893, -121.9089

Ending Coordinates: 44.0326, -121.6695



Day 12 - Sisters Resupply (mile 432)

We will spend the morning riding the area's densely packed and high quality trail system downhill into the town of Sisters where we will pick up our resupply package at Blazin Saddles Bike Shop. We will then ride an additional five miles out of town (carrying the night's water) to a primitive campsite.

Todd Lake to Indian Ford Campground

Mileage: 39.17 miles (456.05)

Elevation Gain: 1536 ft

Elevation Loss: 4791 ft

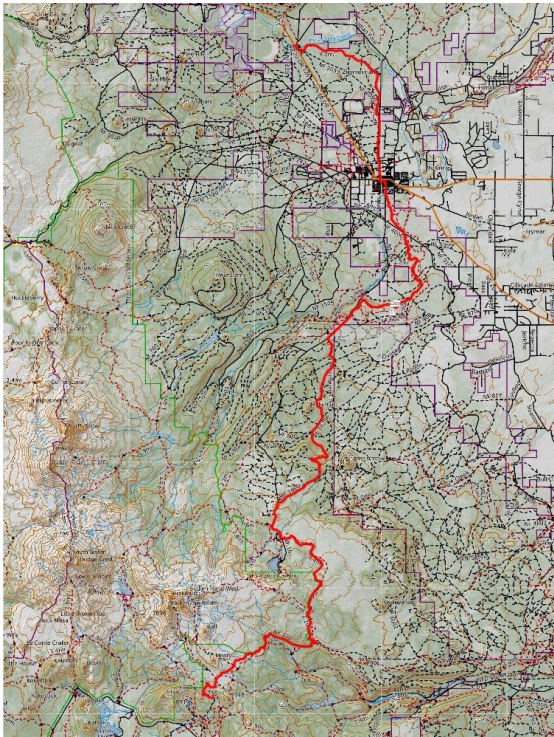
Closest Bike Shop: Blazin Saddles, Sisters, OR - (541) 719-1213

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: At mile 32 we will cross US 20 with access to Sister's, OR (resupply point). This will be our best option for self-evac throughout the day.

Starting Coordinates: 44.0326, -121.6695

Ending Coordinates: 44.3575, -121.6100



Day 13

Indian Ford Campground to Fish Lake. We will ride through tight Ponderosa forests to Black Butte. Once we reach Black Butte, we will have views of Mt. Washington as we ride through sections of deep sand that will slow down riding considerably. Once we meet up with the McKenzie River Trail, riding will speed up considerably for the final descent.

Mileage: 30.17 miles (486.22)

Elevation Gain: 2622 ft

Elevation Loss: 2550 ft

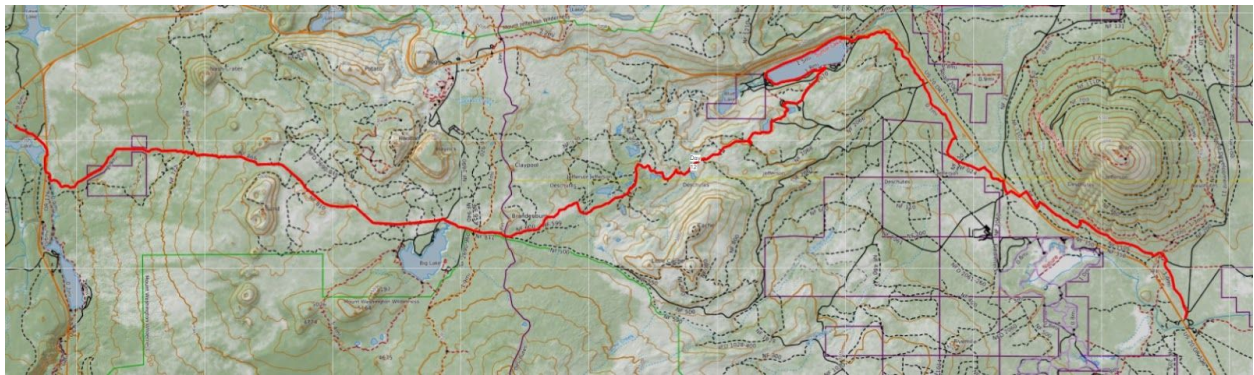
Closest Bike Shop: Blazin Saddles, Sisters, OR - (541) 719-1213

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR 97701 | (541) 382-4321

Evac Plan: We will parallel US 20 for the first 10 miles of the day with many waypoints that provide access to the highway. Sisters can be re-accessed by traveling East on US 20. At the end of the day we will cross hwy 126 that we can take North to 20 as well.

Starting Coordinates: 44.3575, -121.6100

Ending Coordinates: 44.4057, -122.0130



Day 14

Fish Lake to Tule Lake will offer some large climbs in the Crescent Mountain Region. We will be conscious of staying on trail due to a high prevalence of invasive species and we will be respectful of equestrians as the area is popular for horseback riding.

Mileage: 30.01 miles (516.23)

Elevation Gain: 6788 ft

Elevation Loss: 6275 ft

Closest Bike Shop: Blazin Saddles, Sisters, OR - (541) 719-1213

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR

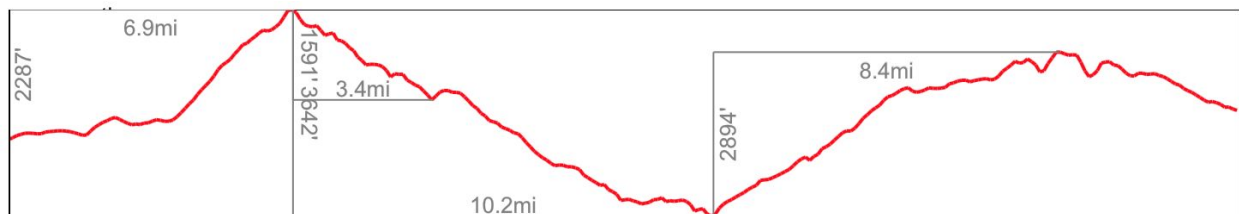
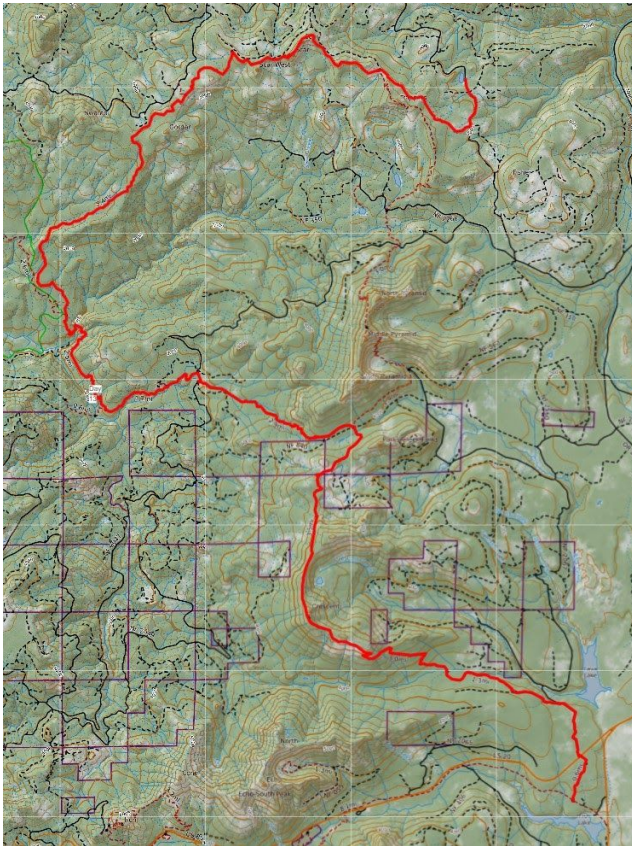
//Salem Health - 890 Oak St. SE | Salem, OR 97301 | (503) 561- 5200

97701 | (541) 382-4321

Evac Plan: We will cross US 20 early on in the day. This is our best self-evac option for the day.

Starting Coordinates: 44.4057, -122.0130

Ending Coordinates: 44.5614, -122.0460



Day 15 - Idhana Country Store Resupply (mile 530)

Tule Lake to Breitenbush River. We start the day with a ripping dirt road descent into Idhana for a quick pickup of our resupply package. We will then climb another 4x4 track to the top of Boulder Ridge and finally enjoy one last steep descent to Breitenbush.

Campground - reserve and \$18

Mileage: 35.08 miles (551.31)

Elevation Gain: 4976 ft

Elevation Loss: 6460 ft

Closest Bike Shop: Blazin Saddles, Sisters, OR - (541) 719-1213

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR

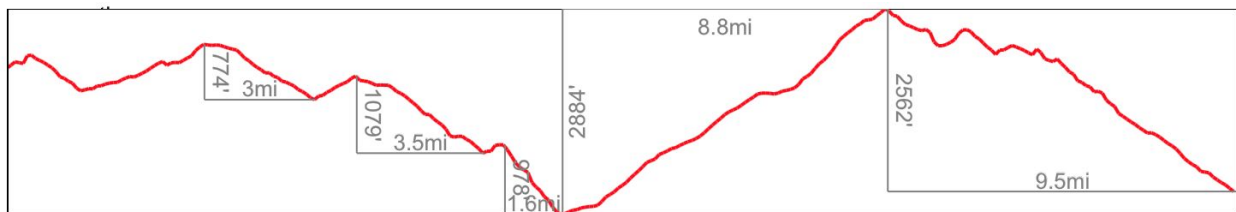
//Salem Health - 890 Oak St. SE | Salem, OR 97301 | (503) 561- 5200

97701 | (541) 382-4321

Evac Plan: We will cross US 22 at mile 15 with close access to Idanha, OR (resupply) and we will end the day close to NF 46 which can be taken West towards Detroit, OR.

Starting Coordinates: 44.5614, -122.0460

Ending Coordinates: 44.7771, -121.9973



Day 16

Breitenbush River to Timothy Lake. We will start with a steep, almost unrideable climb up to Ollalie lake. From the top we will meander through dense forest and multiple small pocket lakes before hitting Timothy Lake.

Mileage: 38.32 miles (589.63)

Elevation Gain: 4243 ft

Elevation Loss: 3369 ft

Closest Bike Shop: Blazin Saddles, Sisters, OR - (541) 719-1213

Closest 24/7 Medical Facility: St. Charles Medical Center - 2500 NE Neff Road | Bend, OR

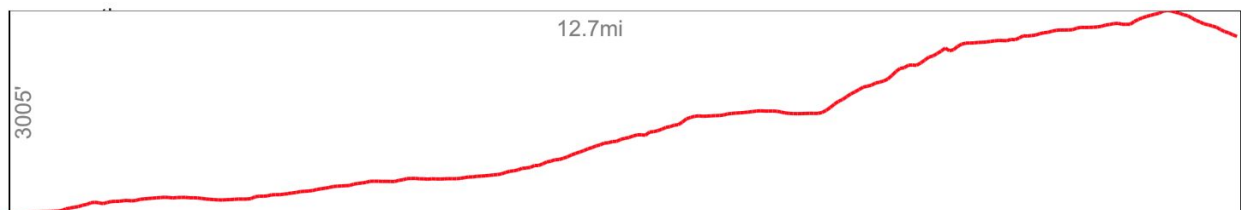
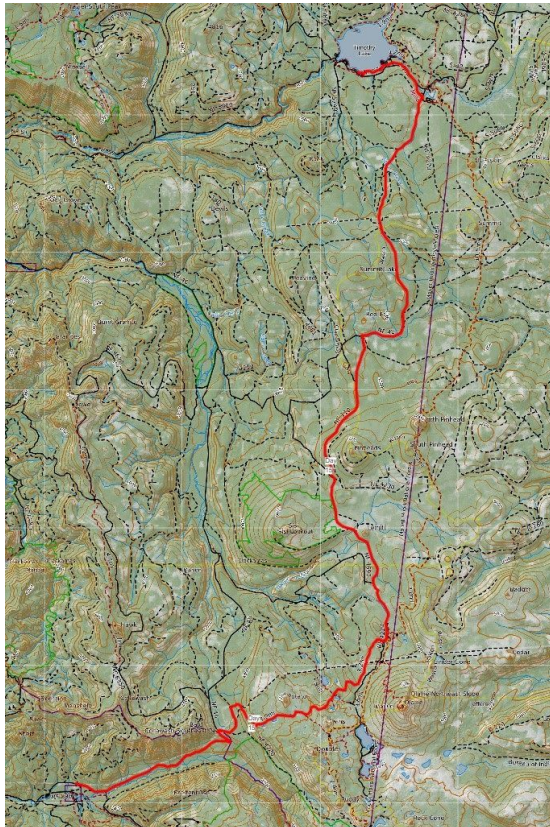
//Salem Health - 890 Oak St. SE | Salem, OR 97301 | (503) 561- 5200

97701 | (541) 382-4321

Evac Plan: Our best evac option for the day is to get to Timothy Lake where there are established campsites on the Western side.

Starting Coordinates: 44.7771, -121.9973

Ending Coordinates: 45.1132, -121.8026



Day 17

Timothy Lake to Bonney Meadows. Ride around Timothy Lake and enjoy views of Little Crater Lake. Cross 26 and begin a difficult 2,000 ft climb up Bennet Pass. We will camp at the top of the climb in Bonney Meadows campsite.

Mileage: 37.13 miles (626.76)

Elevation Gain: 4822 ft

Elevation Loss: 2808 ft

Closest Bike Shop: Blazin Saddles, Sisters, OR - (541) 719-1213//Dirty Fingers Bicycles Repair - 1235 State St. Hood River, OR 97031 (541) 308-0420

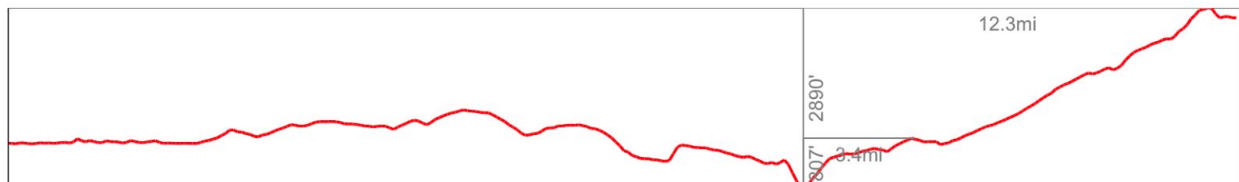
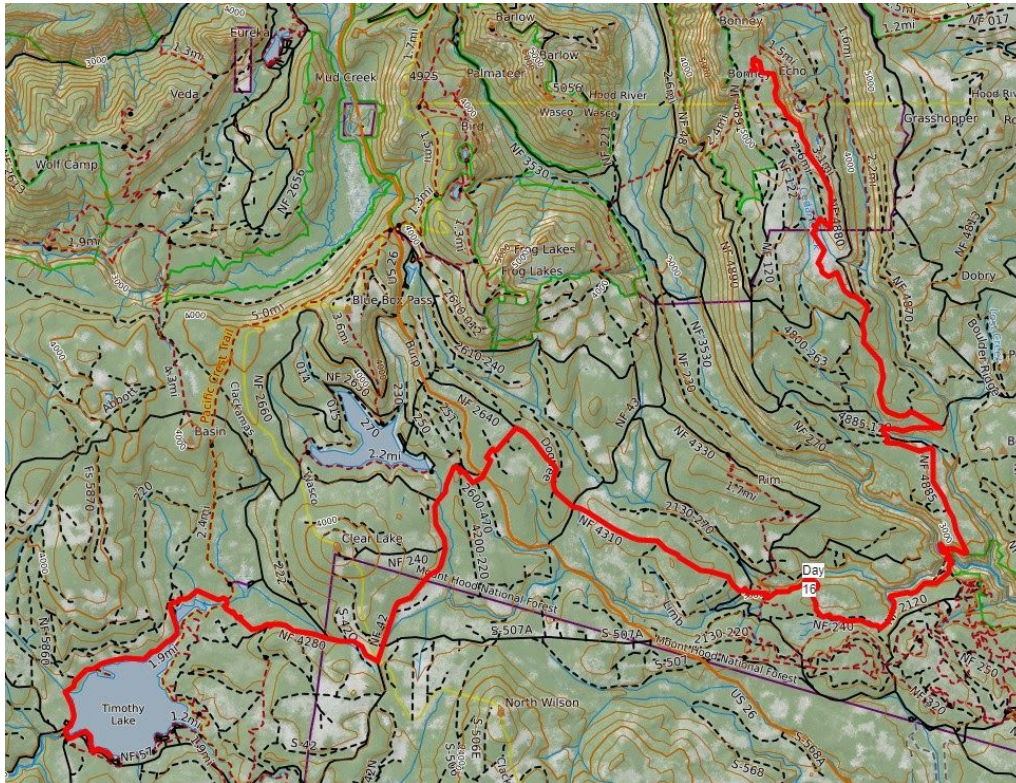
Closest 24/7 Medical Facility: Providence Portland Medical Center - 4805 NE Glisan St. | Portland, OR 97213 (503) 215-1111

Evac Plan: At mile 13 we will cross US 26 which we can take North towards Government Camp.

This is our best self-evac option for the day.

Starting Coordinates: 45.1132, -121.8026

Ending Coordinates: 45.2643, -121.5812



Day 18

Bonney Meadows to Surveyor's Ridge. We will begin the morning with our first views of Mt. Hood. We will ride a steep, technical trail into Parkdale and continue on to Surveyor's Ridge while enjoying full views of Mt. Hood and sometimes Mt. Adams too. We will camp just before cutting onto the highway to access our final descent into Hood River.

Mileage: 23.84 miles (650.6)

Elevation Gain: 3309 ft

Elevation Loss: 4287 ft

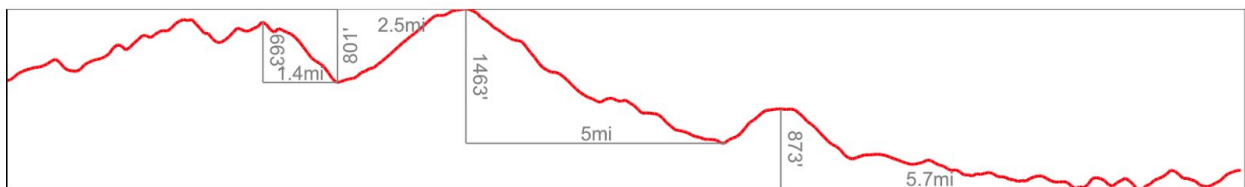
Closest Bike Shop: Dirty Fingers Bicycles Repair - 1235 State St. Hood River, OR 97031 (541) 308-0420

Closest 24/7 Medical Facility: Providence Portland Medical Center - 4805 NE Glisan St. | Portland, OR 97213 (503) 215-1111

Evac Plan: We will parallel OR 35 for most of the day with several waypoints that provide access to the highway which can be taken North towards Parkdale.

Starting Coordinates: 45.2643, -121.5812

Ending Coordinates: 45.4929, -121.5232



Day 19

We will ride from Surveyor's Ridge, down OR281 until we cross the Hood River at Dee. A short section of uphill will bring us to the Post Canyon trail system, a purpose built mountain biking trail system that can be ridden all the way to Hood River. We will ride through town and hit the Columbia River, where our trail ends.

Mileage: 37.16 miles (687.76)

Elevation Gain: 3459 ft

Elevation Loss: 7647 ft

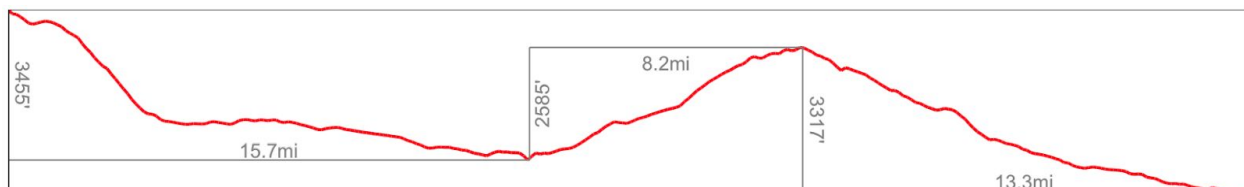
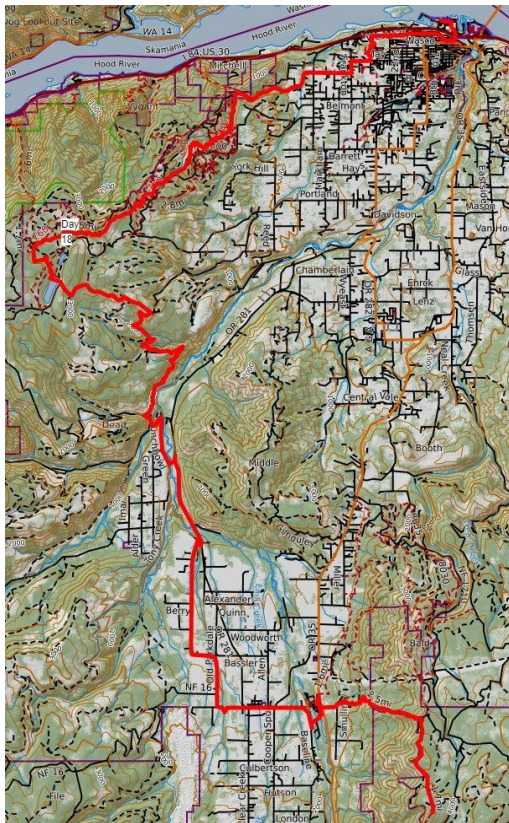
Closest Bike Shop: Dirty Fingers Bicycles Repair - 1235 State St. Hood River, OR 97031 (541) 308-0420

Closest 24/7 Medical Facility: Providence Portland Medical Center - 4805 NE Glisan St. | Portland, OR 97213 (503) 215-1111

Evac Plan: Our best evac option is to finish the trail in Hood River! We can also call on many friends who live in the area if evacuation becomes necessary.

Starting Coordinates: 45.4929, -121.5232

End in the town of Hood River!!



Day AA (Both)

Hood River, OR to Cave Lake Campground

Drive Sarina's car back to Cave Lake Campground to pick up Maddie's car

Day BB (Maddie)

[REDACTED]

Sleep in car at [REDACTED]

7 hr 57 min driving

Day BB (Sarina)

[REDACTED]

6hr 32 min driving

Day CC

[REDACTED]

Sleep in a tent at a free dispersed campsite [REDACTED]

12 hr 23 min driving

Day DD

[REDACTED]

Will be sleeping in car in the WalMart parking lot

12 hrs 36 min driving

Day EE

[REDACTED]

[REDACTED]

13 hr 45 min driving

We have a goal of consuming 3,000 kcals per person per day. We have come up with these goals based off of height, sex, and our activity level as well as our personal anecdotal experience with high calorie diets necessary for sustained physical performance while biking. We have included a large proportion of lunch foods and snacks with high sugar content because these are most easily and effectively metabolized while exercising.

We accessed nutrition info and pricing for all items on walmart.com for an accurate representation of cost.

Breakfast

Food Item	Servings	Calories/Serving	Calories (total)	Cost
Instant Oatmeal	20 (2 Packs)	320	6396	\$10.00
Peanut Butter	20 (2 Tablespoons)	190	3800	\$10.58
Instant Grits	20 (2 Packs)	200	4000	\$9.49
Babybel Cheese	20 (1 Round)	70	1400	\$7.50
Instant Coffee	40 (1 Packet)	0	0	\$34.49

Lunch/Snacks

Food Item	Servings	Calories/Serving	Calories (total)	Cost
Tortillas	20 (1 Tort)	210	4200	\$3.48
Summer Sausage	20 (1/4 Sausage)	270	5400	\$52.90
Babybel Cheese	30 (1 Round)	70	2100	\$11.25
Snickers Bars	100 (1 Bar)	215	21,500	\$63.98
Skittles	15 (1 Packet)	162	2430	\$22.20
Clif Bars	40 (1 Bar)	240	9600	\$54.00
Shot Bloks	20 (2 Blocs)	66	1320	\$35.99
Peanut Butter	40 (2 Tablespoons)	190	7600	\$21.16

Dinner

Food Item	Servings	Calories/Serving	Calories (total)	Cost
Knorr Rice Sides	40 (1 Packet)	600	48,000	\$79.60

Babybel Cheese	20 (1 Round)	70	1400	\$7.50
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Total Cost: \$424.12

Total Calories/Person/Day: 2,978.65

Gear List For Ritt Expedition 2020

Bikes and Bike Maintenance Tools

Maddie's Bike

- Frame Bag
- Bar Bag
- Nalgene Top Tube Bag
- Saddle Bag
- Bear Spray/Mount

Sarina's Bike

- Frame Bag
- Bar Bag
- Saddle Bag
- 2 Nalgene Bar Bags
- Bear Spray/Mount

- 1 Leatherman
- 2 set of brake pads each
- 2 rags
- Bacon Strips
- Tire pump
- Tire levers
- 2 multitools
- Quick-links (1x11sp, 1x12sp)
- 2 tubes
- 1 bottle of bike lube
- 4 SPD bolts and 2 cleats
- Gorilla tape
- Derailleur hangers for each bike
- Bike lock

Camping Gear

- 1 2-person tent
- Sleeping Bag / person
- Sleeping Pad / person
- 1 carabiner
- 1 trowel
- Headlamp/person
- Extra batteries
- Sleeping Pad Patch Kit

Cooking/Water Gear

- 1 fuel canister (we will included new fuel canisters in re-rations)
- 1 Pocket Rocket
- 1 MSR Pot

2 Sawyer Water Filters
1 In-Line Water Filter
1 Light weight bear hang sac
40 ft paracord
Soap
Hand Sanitizer

Communication Devices

1 GPS for wayfinding and navigation (will have CalTopo gpx file saved)
Cell Phone / person
1 Garmin InReach SE+
Battery packs & cords / person

Maddie Personal Gear

Bowl and spoon
Sleeping Socks
Smartwool Shirt
Riding Shirt
Every day socks
Chamois
Riding Shorts
Sports bra
Pullover Layer
Down Jacket
Leggings
Toiletries
Rain jacket **
Mask
Buff
Wallet, portable charger
Gloves
Hat
Glasses
Sunglasses

Sarina Personal Gear

Spoon
2 pairs of socks
Riding shirt
Sleeping shirt
Warm pullover
Down jacket
Leggings
Chamois

Mask

Buff

Gloves

Rain jacket

Toothbrush/toothpaste

Journal

Pen

Kindle

** We will not be bringing rain pants as riding in rain that is heavy enough to warrant rain pants is 1) not sustainable for trails 2) extremely difficult and 3) very bad for your bike, and with the remoteness of this expedition we want our bikes to last for the whole time with little emergency maintenance

First Aid

Wound Care/Burn/Blister

- 3 Dressing, Gauze, Sterile, 4" X 4", Pkg./2
- 3 Dressing, Gauze, Sterile, 2" X 2", Pkg./2
- 2 Dressing, Non-Adherent, Sterile, 3" X 4"
- 2 Bandage, Conforming Gauze, Non-Sterile, 3"
- 6 Bandage, Adhesive, Fabric, 1" X 3"
- 4 Bandage, Adhesive, Fabric, Knuckle
- 1 Tape, 1" X 10 Yards
- 2 Cotton Tip Applicator, Pkg./2
- 1 Syringe, Irrigation, 12 cc
- 1 Wound Closure Strips, .25" X 4", Pkg./10
- 1 Povidone Iodine, .75 oz.
- 2 Moleskin, Die-Cut, 1 sheet
- 6 Antiseptic Towelette
- 4 Triple Antibiotic Ointment, 1/32 oz
- 2 Skin-Tac Wipes
- 6 BZK Wipes

Bleeding/CPR

- 1 Gloves, Nitrile (Pair), One Hand Wipe

Fracture/Sprain

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

Medications

- 4 Ibuprofen (200 mg), Pkg./2

- 3 Acetaminophen (500mg), Pkg./2
- 4 Antihistamine (Diphenhydramine 25 mg)
- 4 Diamode (Loperamide HCL 2mg), Pkg./1
- 1 Aspirin (325 mg), Pkg./2
- 2 After Bite Sting and Itch Relief Wipe

Instruments

- 1 Splinter Picker/Tick Remover Forceps
- 1 Duct Tape, 2" X 5 Yards
- 1 Pencil
- 1 Accident Report Form
- 3 Thermometer, Disposable

Food: \$424.12**Breakfast**

Food Item	Servings	Calories/Serving	Calories (total)	Cost
Instant Oatmeal	20 (2 Packs)	320	6396	\$10.00
Peanut Butter	20 (2 Tablespoons)	190	3800	\$10.58
Instant Grits	20 (2 Packs)	200	4000	\$9.49
Babybel Cheese	20 (1 Round)	70	1400	\$7.50
Instant Coffee	40 (1 Packet)	0	0	\$34.49

Lunch/Snacks

Food Item	Servings	Calories/Serving	Calories (total)	Cost
Tortillas	20 (1 Tort)	210	4200	\$3.48
Summer Sausage	20 (1/4 Sausage)	270	5400	\$52.90
Babybel Cheese	30 (1 Round)	70	2100	\$11.25
Snickers Bars	100 (1 Bar)	215	21,500	\$63.98
Skittles	15 (1 Packet)	162	2430	\$22.20
Clif Bars	40 (1 Bar)	240	9600	\$54.00
Shot Bloks	20 (2 Blocs)	66	1320	\$35.99
Peanut Butter	40 (2 Tablespoons)	190	7600	\$21.16

Dinner

Food Item	Servings	Calories/Serving	Calories (total)	Cost
Knorr Rice Sides	40 (1 Packet)	600	48,000	\$79.60
Babybel Cheese	20 (1 Round)	70	1400	\$7.50

Misc.: \$88.73

Ziplock bags \$3.59

Fuel Canister (x3) \$14.97

Bear Spray (x2) \$44.27

Bear Spray Holster (x2) \$25.90

Resupply Shipping: \$62

Medium Flat Rate Box (x4) \$62

Bike Rentals: \$740

24 day bike rental: \$740

Driving: \$814.26

Maddie's Subaru Forester \$674.86

6,130 miles driving

22 mpg (highway)

AAA National 87 Octane Gas Cost (Average) \$2.422/gallon

Sarina's 2009 Toyota Tacoma \$139.40

1,036 miles driving

18 mpg (highway)

AAA National 87 Octane Gas Cost (Average) \$2.422/gallon

Carbon Emissions Offset: \$14.31

Total Funding Request: \$2,143.42