

2018

RiDE Allegheny



Ride Guide

<http://rideallegheny.org/pdf/2018-ride-guide.pdf>

**(or an RA Rookie's reading companion on how
to get to Pittsburgh and back)**

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www.rideallegheny.org

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1 Overview

RiDE Allegheny (RA) is:

- a fully supported (rider gear transported each day; multiple rest stops; SAG support), four-day (October 4-7) bicycle ride for 120+ cyclists;
- a fund-raising event;
- on the Great Allegheny Passage (GAP) from just east of Pittsburgh, PA to Cumberland MD and on the Chesapeake and Ohio (C&O) Canal from Cumberland to Gaithersburg, MD; and
- in support of Operation Second Chance (OSC) and its admirable work to support wounded veterans and their families.

This guide contains key information to all riders; and, more importantly, it provides Rookies (first time RA riders and supporters) a first information source to prepare for and complete the Ride that is supplemented with the wealth of information on the RA web site (www.rideallegheny.org).

2 Safety

2.1 Emergencies

During a medical emergency situation **immediately call 911**; then contact a ride coordinator. A Contact List is located below. Riders are very strongly urged to carry their cell phones with them while riding (but there are long stretches without cell signal, particularly on Day 3). If your bike breaks down and cannot be ridden, call SAG support and they will drive you and your bike to the final stop of the day.

2.2 Key Contacts Information

CONTACTS	FUNCTION	NUMBER
Dave Baseheart	Ride Management	301.802.6400
John Gresh	Accommodations & Group Meals	240.994.0344
Clark Wagner	Founder & Chairman	301.512.5337
Travis Evans	Bike Mechanic; Supplies	240.405.2900
Kathy Stovicek	SAG Coordination	240.994.2669
Additional Points of Contact may be provided before or at the start of the ride.		

2.3 Best Practices

- **DO NOT RIDE ALONE - ALWAYS RIDE WITH A PARTNER**
- **RIDE WITH A CELL PHONE**
- **ALWAYS WEAR A HELMET**
- **FEED & HYDRATE**

2.4 Critical Ride Sections

There are two critical places in the Ride that require extra care and attention. The first, on Day 3, is the stretch of the C&O Canal immediately after the Paw Paw Tunnel (very slippery when wet). The second critical place is the descent to the C&O Canal on the beginning of the 4th day (descend slowly). There will be a safety briefing each day with special emphasis will be placed on these areas of concern.

2.5 Check-Ins Throughout the Ride

Rider safety is the first priority of our ride. To ensure nobody gets left behind we implement a rider check-in process. It will be your responsibility to ensure that **you check-in with the SAG support personnel at each and every stop, including the final stop of the day**. Notify them by your rider number which is located on your bag and bike tags. This includes morning departure, all rest and lunch stops, and end-of-day arrival. There will be a SAG support representative at each of the pre-determined check-point locations, and it is critical that you check-in with them. If you don't plan to stop at a particular location you still will need to pause and check-in before continuing. If someone doesn't check in it may be necessary to double back and look for the rider. We will first attempt to call you. So it is important that you check-in at all stops.

3 Preparation

For a thorough presentation of information with additional references to help you prepare, refer to the various "guide" tabs and menus at <http://rideallegheny.org/>

3.1 The Bike (Bicycle Type/Selection)

There is a wide range of types and styles of bicycles, from road racing bikes to mountain bikes to single speed city and beach bikes. Over the history of the Ride, we have seen virtually all styles, including fat tire, tandem (two-rider) and recumbent bicycles.

There is no "ideal bike" for the Ride - all have advantages and disadvantages that should be factored with your riding experience and ability, your level of fitness, your budget, and how fast you want to ride and how comfortable you want to be when you are determining what type of bike you will ride and if the bike you already own is suitable for the Ride. The descriptions below may aid your decision process.

3.1.1 Road Bike

Road/racing bicycles are designed for traveling long distances at high speed on paved roads. Frame geometry provides an aggressive, aerodynamic position; minimizing weight in frame and all component materials is key. Tires are smooth, narrow, high-pressure tires; rims are narrow and light. Handlebars are curved or "drop" style. Without changes (that may not be possible on some road bike models), standard road bikes are not best suited for the gravel and dirt/mud surfaces of the Ride.

3.1.2 Touring Bike

Touring bikes are a more robust and comfortable version of road bikes, and are designed to be equipped with various racks capable of carrying heavy loads. With only minor changes, a touring bike is a viable option for the Ride.

3.1.3 Gravel/Adventure/Endurance Bike

Gravel/Adventure/Endurance bikes are similar to road bikes but are designed for long distance rides on paved and un-surfaced roads. They are designed with a more relaxed geometry (taller head tubes, longer wheelbase, slacker angles, sloping top tubes, and possibly suspension) to reduce stress on the back and neck and provide a more comfortable position for long rides on rough surfaces. Models with disk brakes may accommodate larger rims and tires (e.g, 32, 35, or 40mm). Handlebars are curved or “drop” style. These styles of bikes are increasingly popular on the Ride.

3.1.4 Cyclocross Bike

A cyclocross bike is designed to be ridden on an off-road course for a short period of time (average cyclocross race is one hour plus a lap), and so the design and geometry are focused towards performance rather than endurance riding. The bike is very well suited to the terrain of the Ride but sacrifices a bit of comfort over the multiple days of long rides.

3.1.5 Hybrid Bike

Hybrids are designed for a variety of recreational and utility purposes, primarily intended for use on pavement or relatively smooth unpaved paths or trails. Frames and bike overall can range from the light (road hybrid) to heavier with forks with front suspension. Handlebars are flat/straight with mountain bike style shifters and brake levers. Hybrid bikes that are of “comfort” geometry put the rider in an upright position and generally support a slower pace than other hybrids; they are more comfortable for shorter rides rather than longer rides. A hybrid bicycle (other than the road hybrid) is a viable option for the Ride.

3.1.6 Mountain Bike/Fat Bike

Mountain bikes are typically ridden on mountain trails, fire roads, logging roads, single tracks and other unpaved environments. Mountain bikes’ most noticeable differences are front suspension on the fork and optionally rear suspension on the frame; larger, knobby tires; more durable heavy duty wheels; more powerful brakes (i.e., disc brakes), and lower gear ratios needed for steep grades with poor traction. The geometry of a mountain bike is designed for standing and sitting to negotiate rough terrain, rather than for long rides/hours in the saddle. Like a cyclocross bike, a mountain bike is very well suited to the terrain of the Ride but sacrifices comfort over the long days.

3.2 The Bike (Bicycle Maintenance & Condition)

The Ride, as a fully supported multi-day biking event, includes limited free “emergency” mechanical support (no cost other than parts). This is not meant to be a free, unlimited source of work on your bike. Please read the following section to understand and plan for what is the rider’s responsibility before and during the Ride.

3.2.1 Riders’ Bike Prep Before The Ride

A bicycle, a simple, time-proven piece of machinery, needs ongoing care and maintenance; getting it - ready for a challenging 4-day ride requires additional preparation. To help you make sure your ride is up to the challenge, a checklist for inspecting your ride and for a shop visit can be found at Appendix1.

3.2.2 Riders' Bike Maintenance During The Ride

Riders should be prepared to perform the simple daily tasks (1st level maintenance) of maintaining their bike during the ride:

- Cleaning the bike each day at ride's end;
- Lubing the chain;
- Inflating tires each day before ride's beginning; and
- Changing a tube or repairing flats.

Attend training rides and the orientation event to get some hands on (if needed) maintenance experience and instruction; team up with another rider for help if you are uncomfortable with these daily tasks.

3.2.3 Maintenance Work During The Ride

The intent of the mechanic support is to provide 2nd level maintenance/stop-gap repairs that hopefully can keep the rider going for the day and the entire Ride. The support does not include providing tune-ups, repairing pre-existing problems, or basic rider day-to-day maintenance (e.g., cleaning and lubing). Examples might include a broken brake or shift cable, broken spoke, etc. ***All bike repair and maintenance services performed by the mechanic are paid for the rider at the time of service.***

3.2.4 Extra Bike Work During The Ride

Priority of mechanic support is to the stop gap repairs (Section 3.2.3 above) to keep a rider's bike going. If your bike arrives unprepared (e.g., needing tune-ups, repairs of pre-existing problems), or if you request basic rider day-to-day maintenance (e.g., cleaning, lubing, fixing flats), your request is considered a lower priority and can only be met on an availability basis - and you must pay for the service (parts & labor) at the time of service.

3.3 The Gear (Components, Accessories, & Apparel)

<http://www.rideallegHENY.org/guide-accessories.php>

3.3.1 Tires

Tire selection is important given the surfaces of the GAP and the Canal, and critical if there is inclement weather (i.e., rain – talk to RA15 and RA16 riders for stories). Generally, the tire should not be completely smooth; some tread pattern is highly recommended. Tire size (not an issue for mountain, cyclocross, or fat bikes) should be 28mm or bigger. And the tires should not be worn or dry-rotted, or you will have flats, with Murphy's Law, miles from a nice place to have the flat repaired.

3.3.2 Tubes

You should carry a minimum of one spare tube – but **carrying two spare tubes is highly recommended!** Check to make sure they match the size and valve type of wheels/tires on your bike.

3.3.3 Saddles

Saddles are a personal choice. You can try different styles and sizes (i.e., width) to find one that is comfortable, especially for long hours in consecutive days. This is a key component (including bars and

pedals) to overall comfort for a bike to fit to your body. Gel covers are discouraged as they tend to slide around which causes additional friction in an area where too much friction leads to discomfort. Don't wait until the ride to try a new saddle – while the saddle may not need to be broken in, the interface of a new saddle with your posterior will definitely need to be seasoned!

3.3.4 Packs & Racks

As this is a supported ride, you will only need to carry essential hydration & nutrition, tools and tire repair materials, and layered clothing for the day – less weight is better. Options include a rear mounted rack with bag, seat bag, or top-tube mounted bag. Backpacks are discouraged because of the added weight your back must bear and handlebar bags are discouraged because they are hard to properly secure and can affect handling on the rougher portions of the ride. Panniers and saddle bags are options but tend to end up carrying more gear (weight) than is needed. In your pack, bag, or jersey you should have 2 spare tubes, tire levers, chamois cream, band-aids, pump or CO2 device, and bike multi-tool. Optional items recommended are tube patch kit, bike lock, sunscreen, moist towelettes.

If your bike accommodates a rack, it can serve as a rear fender to come between you and dirt, water, and mud spray (some sort of small front fender is also a good idea) as well as a bag for essential items for the day's ride (resist temptation to pack too much)! If using a rear mounted rack/bag, make sure the bag is secured; you should also train for the bike handling over rough or muddy terrain with added weight over the rear wheel.

3.3.5 Accessories

Lights. Front facing light and rear-facing “blinkie.” There are short portions of the Ride each day that are on roads – use lights and always “be seen.” It is highly recommended you have a rather strong front light as we travel through multiple tunnels on the ride (Days 2 & 3).

Bike Computer. There are a wide variety of devices with various functions and physical “connection” features to sensors on the bike (wired or wireless – ANT+ or Bluetooth) and to external devices (USB cable, ANT+ or Bluetooth). Some are GPS-based, requiring no sensors. Data measured can include speed and average speed, distance, cadence (pedal strokes per minute), power and heart rate, with anything beyond speed and distance requiring sensors. This technology is good for training before the ride and for maintaining pace during the ride. Also, many are capable of downloading “cue” sheets for a ride, and we will have them available for each day.

Pump/CO2. Can be mounted on bike, carried in jersey pocket, or stored in pack/rack of choice. You need to consider size and weight against ease of pumping to accomplish the needed tire pressure. Another choice is to carry a CO2 system (inflator and CO2 cartridges). Be proficient in using these as part of your flat repair.

Tools. A multi-tool is an easy way to ensure you have the bare necessities (at a minimum, 4, 5, & 6mm hex wrenches and straight and Phillips screwdrivers). You should carry two tire levers and a patch kit.

3.3.6 Shoes

Bicycle shoes have a rigid sole that provides more efficient energy transfer as you pedal and help reduce fatigue. Decent mountain bike shoes are highly recommended - they have enough flex and a rubber-lug

outsole to allow good traction for walking on slick or rugged trails; optional cleats on mountain bike shoes are typically recessed into the soles, which makes for easier walking. **Road bike shoes are not recommended and highly discouraged for this ride.**

3.3.7 Clothing

(<http://www.rideallegheeny.org/guide-clothing.php>)

Clothing choices are dependent on weather and personal style. However, cycling clothing is designed specifically for the sport and can offer great advantages and comfort over non-cycling clothing. Layering is the best approach to developing your “wardrobe” for the Ride. Some folks wear baggy shorts with padded undershorts while some folks wear padded bicycling shorts by themselves. Don't skimp on bib shorts/shorts. It is recommended that you use bib shorts as the bib part keeps the chamois in place. The recommendation is to have at least 2 pairs of shorts. Don't wait until the ride to try your shorts. Make sure you have a pro-level chamois in your shorts. Thinner doesn't equal cheaper and thickest doesn't mean it's the most comfortable.

3.4 *The Rider (Training & Team Building)*

<http://www.rideallegheeny.org/training-zone.php>

3.4.1 Individual Basic Conditioning Guidelines

Congratulations! You've signed up for the Ride of Your Life by signing up for Ride Allegheny 2017. You are not only riding for a great cause you are also going to test your mind, body and soul by riding 310 miles. Every participant in Ride Allegheny walks away with a new perspective, an enhanced understanding of themselves, and a sense of inspiration from the experience. You can choose to make this the HARDEST ride of your life or the most AMAZING ride of your life. What makes the difference? How you train! Every cyclist has their own ideas on how to train for this ride. The fact remains that the harder you train, the easier your ride. Below are a few tips on how to design your training regime to prepare your body for this AMAZING ride experience.

TIP 1: Distance AND Interval Training. Training for long distance rides is more than just riding long distances (long distance rides, at least 40 miles, minimum twice monthly). Endurance riding is directly affected by aerobic capacity, which can be increased through frequent sessions of interval training incorporated into your weekly training regime. In addition to time on the bike, this can be done by cross training (running, elliptical, rowing, indoor cycling). This can be done outdoors as well indoors, including biking on your indoor trainer. Here's an example: Ride hard at your maximum capacity for three minutes, then perform active rest such as running, walking or jogging for the next three minutes.

TIP 2: Resistance Training. Weight training, or resistance training, a minimum of 2x per week is important. Work on your endurance strength capacity by performing resistance training over a long repetition range (12-20reps). Focus on your leg muscles (calves, hamstrings, quadriceps, glutes and adductors) as well as your core and back extensor muscles. Strengthening these muscles will not only help you perform better but also help stave off injuries and pain.

TIP 3: Flexibility Training – Everyone knows that stretching is good for you. You must stretch! Learning different types of flexibility training including myofascial release techniques for instance foam rolling, lacrosse balls, trigger point release will improve your movement. Before you ride doing foam rolling,

active and dynamic stretches will increase joint laxity, improve blood flow and increase body temperature. This serves as a warm up for your session. Doing static stretches (stretches you hold for 30-60sec) after you ride will help with muscular cramping as well as keep joint pain (knee, back and hip pain) from occurring. Flexibility training needs to be done with each training session and can be done additionally outside of those sessions. Muscles that the cyclist finds tight and must be stretched include: Calves, IT band, TFL, Piriformis, Hamstring, Hip Flexors and Quads.

TIP 4: Train Now – Just because it is winter doesn't mean you shouldn't be training. If you don't have an indoor trainer find a local gym that you can ride inside. Participate in a class or ride the stationary bike on the main gym floor. Cardio capacity can start decreasing in seven days if you do not train at least once a week for 20 minutes. If you stopped riding in October and haven't ridden since, you will be starting over cardiovascular speaking. There is no time like the present to start training!

3.4.2 Training Rides

There are 12 organized training rides scheduled for RA18, 2 per month beginning in April and continuing through September (ride schedules and information will be kept current on the RA website). Generally, the rides will be on the first Sunday and the third Saturday each month. Unless otherwise changed, the training rides will begin at White's Ferry on the C&O Canal. We will schedule one ride for the Baltimore area. Rides will usually be on the Canal or may be on the road. Rides will be held in inclement weather, unless extreme, to afford the opportunity to test bike, gear, and riding skills in all conditions.

The **length of the rides** will increase as the months pass, with the goal of completing a 60 mile training ride to ensure riders are ready for the long distance each day. The **pace of the rides** will range from 10 to 15 miles per hour, depending on the riders present. Segmented groups for pace and distance may be necessary for the first training rides.

Rides will be "no-drop," which means that a ride leader or co-leader will make sure that no rider is left behind. Beyond the Training Rides, it's a good idea to ride two or three days in a row a few times. Some of your preparation rides should be as long as the daily distances you plan for the trip.

3.4.3 Social/Team Building Rides & Events

You will see when looking at the calendar that there are many events in addition to training rides. There are several RA-organized "social" rides (e.g., winery rides, brewery ride); there are non-RA rides (e.g., "Bike-to-the-Beach," "Civil War Century"); Happy Hours, and other events. These are intended to further team building and the "family of riders" environment that Ride Allegheny enjoys. First time riders should attend as many as possible to meet other riders and integrate into the team/family before the actual start of the Ride.

3.4.4 STRAVA

Many of our riders share their ride activities (i.e., training) on Strava. We have a Strava Ride Allegheny Club that lists all the training rides and other events. It also features a "club leader board" with ride data for the club members. Join the club by going to: <https://www.strava.com/clubs/rideallegheny> .

4 The Ride (In the Saddle)

4.1 Weather & Comfort

Subsequent sections in this Guide and the RA website provide information about how Riders should plan accordingly for possible changing weather conditions. Temperatures can range from chilly mornings, especially along the Great Allegheny Passage, to warm and maybe hot afternoons. Rain is also a possibility—rain gear is recommended if the forecast calls for the wet stuff. You should “layer” to easily adapt to potential changing weather conditions. If you are still a little chilled before you begin riding that is okay because the physical effort will warm you up. If you are warm and cozy before you ride, you may be overdressed. It is recommended that you have both full finger gloves and no finger gloves for both cool and warm temps. Most riders wear bike shorts with padding for comfort. Remember—you will be sitting on a bike seat for many hours over several days, which is why you should train to spend time in the saddle (highly recommended you invest in products like “Body Glide” or “Chamois Butter” to prevent chafing).

4.2 Trail Etiquette

On both the Great Allegheny Passage and the C&O Canal, there are rules for trail etiquette, supplemented by Ride Allegheny rules. A number of the most important include:

- Bicyclists must wear helmets.
- Move off the trail immediately when stopping.
- Keep right, except to pass.
- Warn before passing sound your bell or horn and announce audibly "Passing on your left."
- Alert fellow riders to “traffic” with “Bike/walker/runner/post/gate/stop Up”
- Learn and use hand signals for turning, slowing, and stopping.
- 15 MPH maximum speed limit
- Walk bikes over aqueducts
- Bicyclists yield to walkers/hikers/horses.
- Stay on trail.
- No fires.
- Respect private property and stay on the trail.
- Dumping and littering are prohibited. If you see litter, please pick it up.

4.3 Bike Handling

GAP: Riding on the GAP is straightforward and relatively easy. It is a predominantly packed crushed limestone surface for a smooth ride, nearly level with the average grade of less than 1%. The steepest eastbound grades, 0.8%, are from Harnedsville to Markleton and Garrett to Deal. Near the Big Savage Tunnel, the trail crosses the Eastern Continental Divide. From that point going east, the trail drops 1,754 feet in 24 miles to reach Cumberland – some downhill riding practice is advised.

C&O Canal: Riding on the Canal takes more bike handling skills – you should practice!! The towpath is less improved than the GAP; the surface is a hard-packed dirt trail/1 lane dirt road. Be prepared for ruts, tree roots, mud – it can be very muddy and slippery following heavy rain. (Note: RA uses the Western Maryland Rail Trail, a paved 20 mile trail split by Hancock). It is almost all level from Cumberland to

Riley's Lock (except for the end-of-day exits to Hagerstown and to Smokey Glen farms), with a drop of about 600 feet over day 3 and 4 combined.

4.4 Hydration & Nutrition

Rest stops will be provided at strategic points along the ride, but regular fluid intake and nutrition is important to the comfort and safety of the rider. Participants are encouraged to carry ample water/sport drinks in bottles or hydration packs and nutrition (power bars, gels, etc.) to sustain exercise over extended periods of time.

4.4.1 Hydration

Hydration is key to completion of the Ride each day and in total. You should always carry water as you ride – either in (cycling) water bottles or in a backpack-style hydration bladder. How much you need to drink depends on your fitness and personal choice, but do not wait to drink until you are thirsty – hydrate often and regularly. Hydration is paramount in hot weather, but extremely important in cool/cold weather as well. So while weight is a consideration as you design your bike “system,” you shouldn't skimp on hydration. If your bike has two water bottle mounts, use both, and consider filling one bottle with water and the second with an electrolyte drink. If you choose to use a bladder, the minimum capacity should be 70 ounces (1.5 liters).

4.4.2 Nutrition - Sustained Energy

While this ride is supported and we begin every day with breakfast and stop for lunch, you will need to digest food while riding. If you're not used to eating while riding, practice. If you're not comfortable doing so, make sure you dismount and move off the trail to eat. There are many options to provide energy throughout the ride. Energy bars, gels, goo, bananas, apples, trail mix, etc are all excellent sources of fuel your body will need to complete the ride. Make sure you know what your stomach can tolerate while riding before this ride; that is to say that not all products are friendly to everyone's digestive harmony.

4.5 Pace

You should train towards a pace you can average/maintain for all 4 days of the Ride. You will be riding a significant distance each day, ranging from approximately 70 to 90 miles. There are normally two rest/break stops and a lunch stop each day, which will add an hour to the daily ride time. So an **average** pace of 12 miles per hour (easier on the Gap and harder on the Canal) yields from 6+ to 7.5 hours of riding time, plus the hour or so for the stops.

5 Important Pre-Departure Details

5.1 Packing

Each new rider will receive an official Ride Allegheny duffel bag prior the trip (alumni riders please use your existing RA duffel bag). **The duffel is the only bag that will be transported by the RA SAG wagons during the course of the ride** (with exceptions for medical devices), so you must pack carefully and sparingly.

You will need personal hygiene items. Two days of clothing for riding and for non-ride time is highly recommended (the hotels have laundry rooms). You should check the long-range weather predictions and plan to exceed them (e.g., add 10 degrees from the predicted high and subtract 10 degrees to the predicted low; if there is a chance of rain, assume that it will; sunny and windy conditions will require certain health and comfort items to be included).

A suggested packing list can be found at Appendix2.

5.2 Duffel Bag Pick-Up

Sunday, September 30th from 1:00-4:00 p.m. at the Wine Harvest; 114 Market Street, Gaithersburg, MD, 301-869-4008. Alternate duffel bag pick-ups will be held Wednesday, October 3rd at Smokey Glen Farm (prior bus departure for Pittsburgh) and from 7:00-10:00 p.m. at the Marriott Courtyard West Homestead; 401 West Waterfront Drive, West Homestead, PA, 412-462-7301. **WE WILL ONLY TAKE YOUR RA DUFFLE BAG DURING THE RIDE, SO PLEASE DO NOT BRING ADDITIONAL BAGS OR ITEMS.**

5.3 Transportation to Pittsburgh, PA

RA18 riders must be checked-in (bike and bag) at Smokey Glen Farm On Wednesday, October 3rd promptly at 3:00 p.m. for bus transport to the Marriott Courtyard in West Homestead PA. . You will be able to park your car at Smokey Glen Farm— please look for directional signs to the Ride Allegheny parking area at the farm (Smokey Glen Farm; 16407 Riffleford Road; Gaithersburg, Maryland 20878). (NOTE: Smokey Glen will provide beer for consumption on-site; all other alcoholic beverages must be loaded on the buses).

6 Calendar (Pre-Ride and Ride Events & Milestones)

For the most accurate and current list of rides, social/team building events, and Ride Milestones, please check <http://www.rideallegheny.org/calendar.php>.

7 Lodging & Dining Information

On Day 0 (Wednesday night), you and your bike will be delivered to the lodgings at the Homestead Marriott Courtyard and the Hampton Inn & Suites Pittsburgh/Waterfront-West Homestead (information below). **Homestead Marriott Courtyard:** Phone - (412) 462-7301; Group name – Ride Allegheny; Group rate – estimated \$139/night plus tax. **Hampton Inn & Suites Pittsburgh/Waterfront-West Homestead:** Phone - (412) 462-4226; Group name – Ride Allegheny; Group rate – estimated \$139/night plus tax.

After check-in, dinner will be on your own. There are numerous restaurants (veteran riders will provide suggestions) in the area from which to choose and don't be shy about teaming up with people for dinner. Breakfast will be at the hotel the next morning prior to the ride.

7.1 Day 1 (10/4) - Ohiopyle & Connellsville

Your room assignment and map (for either location) should be in your RA Duffel bag you pick up before the start of the Ride.

7.1.1 Ohiopyle

Pick up your RA Duffel bag, validate your room assignment and check-in at the Yough (pronounced yock) Motel or at one of the Guest Houses. A group dinner will be held at the Falls City Pub (included in your registration fee).

7.1.2 Confluence

Pick up your RA Duffel bag, validate your room assignment and move to your lodging. A group dinner will be held in the community center (included in your registration fee).

7.2 Day 2 (10/5) – Cumberland

Riders will be staying in the Fairfield Inn Cumberland & Ramada Cumberland. Dinner will be on your own, but we will make reservations for several large groups at multiple restaurants if you wish to dine with the group. Breakfast will be at the respective hotels the next morning prior to the ride and is included in the cost. **Ramada Cumberland:** Phone - 301-724-8800; Group name - Ride Allegheny; Group rate – estimated \$89/night plus tax. **Fairfield Inn Cumberland:** Phone -301-722-0340; Group name - Ride Allegheny; Group rate – estimated \$124/night plus tax.

7.3 Day 3 (10/6) – Hagerstown

We will be staying at the Ramada Plaza Hotel and Holiday Inn Express, both near the Valley Mall in Hagerstown, about 7 miles from the trail (Directions). We have arranged for a buffet dinner for the entire group to be served at the Ramada Plaza Hotel with a cash bar. Breakfast will be at the hotel the next morning prior to the ride and is included in the rate. **Ramada Plaza Hotel:** Phone - 301-797-2500; Group name – Ride Allegheny; Group rate – estimated \$79/night plus tax. **Holiday Inn:** Phone - 301-745-5466; Group name – Ride Allegheny; Group rate – estimated \$87/night plus tax including breakfast.

7.4 Day 4 (10/7) – Gaithersburg

The final day of the Ride ends Sunday with an escort from Riley’s Lock on the Canal to Smokey Glen Farms in Gaithersburg for the afternoon celebratory banquet. After the banquet, riders combine their bikes and gear with the vehicle left the previous Wednesday/Friday, and return home with a GREAT FEELING OF ACCOMPLISHMENT!!

8 Day-by-Day Directions & Cue Sheets

For more thorough information beyond what is below for each day of the ride, refer to (<http://www.rideallegheny.org/daytoday.php>). In addition, links for cue sheets and bicycle computer files for each day are provided below.

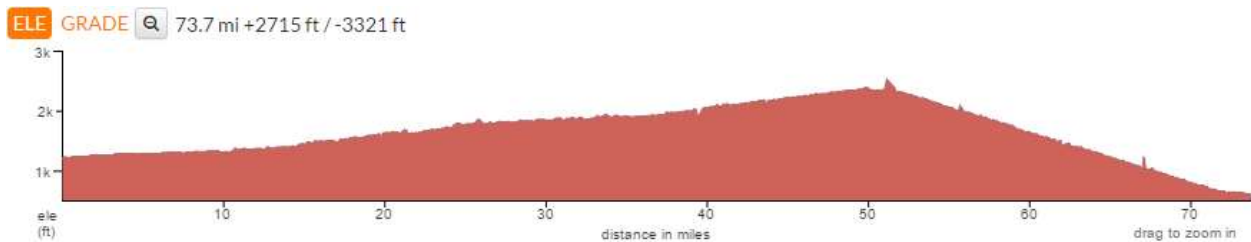
8.1 Day 1 (Pittsburgh to Ohiopyle/Confluence)

•Departure Town: Homestead, PA - Marriott Courtyard •Depart Marriott as a group traveling to McKeesport, PA •First rest stop at the Boston Trail Head •Lunch in Connellsville •Arrive at Ohiopyle or Confluence •Group Dinner Ohiopyle\Confluence •Daily Miles Biked: 69\80 •Total Trip Miles Biked: 69 \80. Download GPS Route and Cue Sheet from: <https://ridewithgps.com/routes/4630460> .



8.2 Day 2 (Ohiopyle/Confluence to Cumberland)

•Departure Towns: Ohiopyle & Confluence, PA •Breakfast: Ohiopyle - at the Falls Market and Group Picture at the falls. Confluence - at Sister’s Café •First Rest Stop at Rockwood, PA •Lunch in Meyersdale, PA. Sandwich shop just below train station or GI Day Room •Continental Divide Crossing & Big Savage Tunnel •25 mile descent into Cumberland •Check in Fairfield Inn Cumberland or Ramada Inn •Happy Hour at Crabby Pig on the trail in Cumberland •Daily Miles Biked: 73\62 •Total Trip Miles Biked: 142 Download GPS Route and Cue Sheet from: <https://ridewithgps.com/routes/4698208> .



8.3 Day 3 (Cumberland to Hagerstown)

•Departure Town: Cumberland, MD (in waves) •Rest stop at Paw Paw Tunnel (30 Miles in) •Lunch in Hancock, MD (60 Miles in) •Rest stop at Dam #5 (80 Miles in) •Get off trail at Williamsport. Police escort to Ramada Plaza Hotel in Hagerstown MD (last 4 miles) •Arrival Town: Hagerstown, MD •Group Dinner at Hotel •Lodging: The Plaza Hotel - 1718 Underpass Way •Daily Miles Biked: 90 •Total Trip Miles Biked: 229 Download GPS Route and Cue Sheet from: <https://ridewithgps.com/routes/4698442> .



8.4 Day 4 (Hagerstown to Smokey Glen Farm)

•Departure Town: Hagerstown •Depart hotel and take roads to Antietam (some hills) •Rest stop at C&O Canal •Ride Tow Path to Brunswick, MD for lunch at Railroad Days Festival •Rest stop at White’s Ferry •Re-group at Riley’s Lock for escort to Smokey Glen Farm •Arrival Smokey Glen for Picnic Celebration Gaithersburg, MD •Daily Miles Biked: 72 •Total Trip Miles Biked: 301 Download GPS Route and Cue Sheet from: <https://ridewithgps.com/routes/4698548> .



9 Costs & Fundraising

As earlier stated, the Ride is a “...fund-raising event...in support of Operation Second Chance (OSC) and its admirable work to support wounded veterans and their families.” We work very hard to minimize costs and to maintain a 90% to 10% ratio of service delivery (to veterans) to overhead costs of funds raised. Participating in the Ride involves up-front registration and fundraising up to the start of the Ride.

9.1 Costs

The registration fee (an “early-bird” discount may be available) for the Ride includes:

- Ride Allegheny Cycling Jersey
- Transportation from Smokey Glen to Pittsburgh (person and bicycle)
- Lunch on Day 1 (provided by volunteers)
- Lodging and dinner at end of Day 1
- Rider banquet at end of Day 3
- End of Ride Banquet (Smokey Glen)
- Roving SAG vehicle(s)
- Emergency mechanical support
- Rest stops (nutrition & hydration)
- SWAG
- The Ride of your life!!!

You are additionally responsible for:

- Lodging on Days 0, 2, & 3 (Pittsburgh, Cumberland & Hagerstown)
- Breakfast on Day 2 (Hotels normally have complimentary breakfast buffet)
- Lunch on Days 2, 3, & 4 (stops along the trail)
- Non-emergency bike mechanical support

9.2 Fundraising

The Fundraising Team works with every rider to help meet the goal of the Ride. To that end, the fundraising targets for riders are:

- Riders under 25 years of age: at least \$200 by September 29, 2018
- First year riders, older than 25 years: at least \$500 by September 29, 2018
- Veteran riders, older than 25 years: at least \$1,000 by September 29, 2018

10 References

TrailGuide, published by the Allegheny Trail Alliance, official guide to the C&O Canal and the Great Allegheny Passage (<https://www.gaptrail.org/plan-a-visit/trailguide>) and their iPhone app for the GAP (<https://itunes.apple.com/us/app/gap-trail/id400275064?ls=1&mt=8>).

The Allegheny Trail Alliance, coalition of seven trail organizations in southwestern Pennsylvania and western Maryland that maintains the Great Allegheny Passage (<https://www.gaptrail.org/>).

The C&O Canal Trust, official nonprofit partner of the Chesapeake & Ohio Canal National Historical Park (<http://www.canaltrust.org/>).

APPENDIX 1: Bicycle Maintenance/Inspection Checklist

Component	Desired Condition	
Frame	No cracks. Frame is visibly in alignment and safe. All accessory mounts, cable stops and guides are intact. Replaceable rear derailleur hanger hardware is not missing and hanger is secure.	
Fork	No cracks. Fork is visibly in alignment and safe. All accessory mounts, cable stops and guides are intact.	
Headset	Headset is in adjustment (no binding when turned and is not loose).	
Stem	Handle bar stem and binder bolts are evenly torqued, and both stem binder bolts are clamping fork (the top bolt is not above the top of the fork on threadless-style headset).	
Handlebar	No cracks, not bent, no major rust/corrosion	
Brake Levers	Levers are tight on handlebar and in proper alignment. Levers function properly and have safe amount of travel.	
Shift Levers	Levers are tight on handlebar and in proper alignment. Levers function properly.	
Brake Cables	Cables are free of rust/corrosion and travel freely without binding.	
Shift Cables	Cables are free of rust/corrosion and travel freely without binding.	
Brake Calipers	Calipers are attached properly and not loose. Rims or disc rotors are centered between pads with no rubbing. Brake pads stop sufficiently and brake levers are not "bottoming out" on handlebar.	
Grips/Tape	Not loose on handlebar, end plugs installed.	
Tires	Minimum 25mm width. Tread style is good for C&O canal in wet or dry conditions. Tires have no cracks/dry rot. Tires have plenty of tread and no "flat spots".	
Rims	Braking surface not concave on rim brake rims. No cracks at seams or spoke holes. Rims are true.	
Spokes	Squeeze spoke with fingers to check that none are broken, too loose or too tight.	
Hubs	Drop each wheel out of frame and fork and check that neither axle is bent or broken and that axle spins freely without side-to-side play.	

	Vibrations cannot be felt while holding frame and fork when wheels rotate. Hubs appear to be properly lubricated. Quick release skewers, axle nuts, or thru-axles are installed properly	
Cassette	Cassette lockring is torqued properly and there is no play on free-hub body. No missing or bent teeth Older, freewheel style hubs not recommended unless they are very high quality.	
Chainrings	No missing or bent teeth and all bolts are present and properly installed.	
Crankarms	No cracks, rust, or corrosion. Attachment hardware is torqued properly and has no rust, and no nuts or bolts are missing.	
Bottom Bracket	Cranks rotate freely without side-to-side play. Vibrations cannot be felt while holding frame when cranks rotate. Bottom bracket appears to be properly lubricated.	
Front Derailleur	Derailleur is set at proper height and doesn't rub chainrings in any gear. Derailleur is in proper alignment and pivots freely. Cable is attached properly, and there is enough cable to protruding from pinch bolt in case future adjustment is needed. Derailleur is in proper adjustment.	
Rear Derailleur	Rear derailleur hanger is in alignment to rear wheel. Derailleur is attached securely to frame. Derailleur is in proper alignment and pivots freely. Cable is attached properly, and there is enough cable to protruding from pinch bolt in case future adjustment is needed. Pulleys turn freely and have no missing or overly-worn teeth. Derailleur is in proper adjustment.	
Chain	Chain shows no rust or corrosion and is properly lubricated. Chain is at proper length and can go in large - large combo without causing damage to rear derailer. In small-small combo chain doesn't rub rear derailleur guide pulley. Chain is less than 75% worn.	
Seatpost	Seatpost binder bolt is free of rust/corrosion and at proper torque. Frame and/or seatpost clamp are free of cracks. Seat clamp hardware has proper lubrication and proper torque. Seatpost his not set higher than minimum insertion line or there is at least 3" is seatpost in frame.	
Seat	Rails are free of rust/corrosion and cracks and not bent. No cracks in seat body/frame	
Accessories	All accessories are properly installed and tight	

APPENDIX 2: Suggested Packing List

Item	Mandatory	Suggested	Packed
RA Duffel Bag	X		
RA Duffel Bag Tag	X		
RA Bike Tag	X		
Bike – Lubed, tuned, ready to ride (see section 3.2 & Appendix 1)	X		
Bike Tool & Tire Levers	X		
Chain Lube	X		
Spare Tubes	X		
Mini-Pump and/or CO2 cartridges & inflator	X		
Front Light	X		
Rear Light	X		
Water Bottles	X		
Bike Bag (rack, seat, top tube, hydration)		X	
Bike Computer		X	
Cell Phone	X		
Sunglasses		X	
Chamois Cream		X	
Energy Gels & Energy Drink/Mix		X	
Bike Shoes		X	
Helmet	X		
Gloves (full finger & “no finger”)		X	
Rain Gear (jacket, pants, gloves, shoe covers, helmet cover)		X	
Light Jacket (windshell)		X	
Arm Warmers & Leg Warmers		X	
Shoe Covers (thermal)		X	
Socks (for cycling)		X	
Cycling Shorts/Bib Shorts		X	
Cycling Jerseys (including RA17 issued Jersey)	X		
Baselayers (thermal and wicking)		X	
Head Cover/Cap (under helmet wear)		X	
Sweatband		X	
Casual Wear Pants/Jeans	X		
Casual Wear Shirts	X		
Casual Wear Jacket/Fleece/Sweatshirt	X		
Casual Wear Shoes & Socks	X		
Personal Hygiene/Toiletry Items	X		
Prescription and Daily Medications; Pain Reliever	X		

