



2015

Runner Information

Packet

Table of Contents	Page
The C&O Canal and the race today	3
Awards	4
Race Schedule	5
General Information for Runners	7
General Information for Pacers	9
General Information for Crews	10
Medical Considerations	11
General Information: Other	12
Aid Station Locations	13
Aid Station Directions	15
Appendix A – Maps	17
Appendix B – Aid Station Logistics	19

The C&O Canal and the race today

The C&O Canal can trace its history back to the time of George Washington, who was one of the first advocates for connecting the Eastern seaboard to the interior Great Lakes and Ohio River through a series of waterways. Construction began in 1828 and progressed slowly westward from the Potomac River to Cumberland, MD in 1850. Unfortunately for all of the hard working laborers who made the canal possible, by that time the completion of the B&O Railroad several years earlier had rendered the canal obsolete as far as it's originally intended purpose.

Today the Canal extends from Georgetown in Washington D.C. 184.5 miles north-west towards Cumberland, MD and exists officially as the Chesapeake and Ohio Canal National Historical Park, under the administration of the National Park Service. Each mile of the canal is marked with a mile marker (starting at 0 in D.C.) and we will be running between miles 44.6 and 69.4 for the C&O Canal 100 race. I recommend that runners, family, and friends get out and enjoy the entire length of the Canal and all of the wide range of sights and attractions it has to offer along the 184.5 mile distance, not only the small (relatively speaking) section we will be running on.

The history of the race course dates back to 2012 when another planned 100 mile race had to change the course at the last minute and utilize the current C&O Canal 100 as an alternate route. With the realization that the C&O 100 mile course itself afforded a unique opportunity in the area for a 100 mile race in a beautiful part of Maryland, the current version of the race was officially started, with the inaugural race being held from April 27th-28th, 2013. In the end the intent of this event is to avoid large sponsorships and the more glamorous aspects of running in favor of providing dedicated and passionate runners a chance to throw themselves in the ring against the 100 mile distance and see if they have what it takes to come out on top, all the while providing the best support possible to you in your efforts. At the end of the day you will be tested physically, mentally, and emotionally but we hope you will feel well rewarded for the experience.

Awards

In keeping with the spirit of an event focused on being modest and built around fostering friendly ultrarunning spirit and camaraderie, there will be no prizes or awards for the top runners. All runners who officially finish within the 30 hour time limit will receive a belt buckle to commend their determination and perseverance to complete the distance. We hope you will wear this buckle proudly and have plenty of stories to tell your friends when they ask why you are walking around like a penguin for a week post-race.

Race Schedule

Friday

12PM : Runners who plan to camp out overnight can begin to arrive any time after noon. The race director or another volunteer might be at the pavilion or we may be out running errands. Drive on up and if you see someone around then go ahead and introduce yourself and we can find you a spot to camp. If you don't see anyone around then set up in the general area of those already around. Just be sure to stay on up against the tree line so there will be room for parking in the field below on race morning. NOTE: Don't camp flush against the tree line as runners will be running along the treeline in the field for and initial loop. Leave at least a car width between your tent/tent stakes and the trees. If you arrive early please pick up your number as soon as possible from the pavilion to lessen the race-day check-in traffic. You can pick up your number from 12PM until 5:30PM. Plan to arrive no later than 10PM so as to respect fellow runners who want to try and get some restless sleep.

6PM: The Pre-race dinner will start. We will have a few announcements and then we will sit down and eat. After that we'll have a few people who are willing to answer any questions runners/family/friends/crew members might have. Once there are no more questions everyone is welcome to go their own way and relax for the rest of the evening.

10PM: Quiet time for those of you who will be camping. If you wish to keep chatting with other runners please try to keep your voices down so anyone who wishes to get some restless sleep can try to do so.

Saturday

5:15AM : Runners can begin arriving at Camp Manidokan. Please do not arrive before 5:15AM. I know you are eager to get your race number and sit in your car getting nervous prior to the race, but we won't be fully set up and ready for you before then, so getting there after 5:15 will make things easier for everyone. You will be parked in the field below the overnight campers. Note you might have to walk a hundred meters or so to get to the

Pavilion through the field and the grass will probably be wet even if it hasn't rained recently so bring appropriate shoes if you don't want to get wet.

5:15AM-6:30AM : Fill out and sign your official race waiver and turn it in to receive your bib number. If you have any special medical conditions the race volunteers might need to know about please write them on the back of your number in water-proof ink.

5:15AM-6:45AM : Distribute your drop bags to the appropriate locations. There will be zones on the grass around the Pavillion marked off for the Brunswick and Noland's Ferry aid stations. There will be another zone marked off for drop bags at Manidokan. These drop bags will remain where they are placed. If you are having trouble just ask a volunteer for help finding your way. Please label your drop bag with the following information and ensure it is water-proof marking:

- Name
- Bib number
- Aid station

We will make an effort to arrange the drop bags in order according to bib number to facilitate finding them, however we cannot make promises that they will always be nicely ordered as the day goes on so it is crucial that your drop bags are clearly marked.

6:45AM – Pre-race briefing.

7:00AM – Race start.

Sunday

1PM: Race time limit. Anyone who has passed the last cutoff time will be allowed to proceed to the finish line but they will not receive a belt buckle or finish time.

~2PM: Breaking down of the race HQ.

General Information for Runners

- This race involves traveling over a lot of narrow back roads with sharp turns, especially travelling to/from the race start at Camp Manidokan. Allow extra time in order to safely drive on these unfamiliar roads and be sure to read and re-read the instructions detailed in a separate section to minimize your chances of getting lost. The race will start at 7AM no matter what.
- Runners must wear their race numbers at all times while on the course.
- Runners are responsible for knowing where they are on the course and proceeding in the correct direction. If it helps you to remain oriented, consider where the river or the canal is. If you should be heading west the canal should be on your right and the river should be on your left. If you are heading east the opposite should be true. As described on the race website, an east heading would eventually take you to Washington D.C., while a west heading would eventually take you to Cumberland, MD. In the worst case scenario you will get to an aid station and be told you already came from there. You were just getting in a few bonus miles!
- The only tricky turn is the trail leading up to Manidokan. There will be white reflective markers of some sort on both sides of the canal where you must make your turn and there will be glow sticks at night. There should be a volunteer there as well but you as a runner are responsible for being on the lookout for this turnoff. Look for these markings ~6.5 miles after you leave the Keep Tryst AS inbound. There will also be glow sticks hanging from some trees on the single track trail itself to help guide you during the nighttime hours. Other than that, the C&O Canal portion of the course will not be marked.
- Each time you get to an aid station you are responsible for checking in an checking out with an aid station volunteer. Make sure the person holding the clipboard sees you **and** your number. There will be other events occurring on the Canal that weekend and we want to minimize any possible confusion.

- **IMPORTANT: If you decide to drop from the race, you must do so at a designated aid station and you must tell an aid station captain that you are dropping. You must also turn in your bib number. Failure to do so will result in disqualification from any future C&O Canal 100 events.**
- If you drop from the race at one of the non-crewing aid stations your crew is allowed to come pick you up from that location.
- If you drop from a race and leave early with your crew be sure to pick up your drop bags at the Brunswick and Nolands Ferry aid stations, we don't need any extra pairs of dirty socks. All drop bags will be brought back to Manidokan after the aid stations have closed down (late Sunday morning) so you may also pick up drop bags at that time.
- If you drop from the race and you do not have a crew we will make an effort to get you back to Manidokan as soon as possible. A van will be circulating as available, and aid stations volunteers coming and going from shifts might be able to give you a ride, or you could ride with another runner's crew. Please be prepared to be patient as we might not be able to come and get you right away.
- The C&O Canal 100 course provides a unique terrain for running. The packed dirt towpath may seem to be quite tame initially, however the small gravel rocks will grow in size as the miles wear on and your feet will start to take a beating. Additionally those little rocks will do their best to find ways to sneak into your shoes as often as they can. As a result runners in general should come prepared with alternative pairs of shoes to account for how your feet might feel as the day goes on and bring gaiters to prevent the rocky invaders.

General Information – Pacers

- Pacers are allowed at any point after the first 58 mile loop.
- Pacers must be runners, cycling pacers are not allowed.
- Remember that **pacers may not park** at any aid stations outside of Camp Manidokan and Brunswick (in the MARC train lot). Your crew can drive up briefly and drop off a pacer, but if your car is in park you are breaking the rules.
- Pacers may not carry any aid or supplies (AKA “muling”) for their runners or otherwise assist them outside of pacing duties when not at an aid station. While at an aid station runners can assist with volunteers in helping their runners, but once the aid station is out of sight the aid must stop.
- Pacers should be prepared to take minimal aid at the aid stations, remember that the aid station supplies are first for runners, not for pacers so please be mindful of that.
- Pacers found to be in blatant violation of the above rules may lead to the disqualification of their runner.

General Information – Crews

- Crews are only allowed to provide support to their runners at the Brunswick aid station and Camp Manidokan/Race HQ. At any other aid station crews are only allowed to drop off/pick up a pacer or pick up a runner who has dropped from the race. Crews accessing their runners at the Brunswick aid station must park in the MARC train lot, not the canal access parking lot(s). The C&O Canal is used by thousands of people daily, and we must be courteous to other canal users and give them fair access to the canal as well.
- Crews are responsible for respecting the canal and other canal users. This includes giving other bikers/walkers/runners plenty of space and not littering.
- Crews should obey any directions given by aid station volunteers. Runners whose crews are found to violating these rules will be subject to disqualification.

Medical Considerations

- All aid station captains will be on the lookout for any possible medical complications which might arise when you participate in a 100 mile race. Because this race is in April, you should be prepared for all types of extreme weather (hot and humid, cold and rainy) and know how to prepare accordingly. If at any point during the race an aid station captain deems that you are not well enough to continue on the course they reserve the right to halt your progress until your condition improves or remove you from the race all together. Their decision is final. Protecting the safety of all runners is our top priority.
- If you have a unique medical condition that race volunteers should know about in the event of an emergency, please write it on the back of your race number with a water-proof ink. Aid stations will have lists with emergency contact information should they need to call someone in the event of an emergency.
- Runners, pacers, or crew members who require medical assistance outside of basic first aid available at aid stations will be held financially responsible for their own injuries. A copy of the waiver form was signed when you registered for the race, and you acknowledged the previous statement as well as the fact that participating in an event like this has the potential to be dangerous to your health. You will officially sign a copy on race morning.
- Note: due to the potential for associated health risks, aid stations will not carry pain killers for runners. If you anticipate wanting to use them during the race you may carry them with you or place them in drop bags and use them at your own risk.

General Information – Other

- Drop bags brought to the race start and placed in the appropriate piles should be water-proof. An effort will be made to keep bags dry but you should be prepared for the worst. Drop bags left over when the aid stations close will be brought back to the race start. All drop bags must be picked up by 2PM on Sunday. Drop bags will not be mailed to runners.
- Drop bags should be **no larger than half a standard airplane carryon item**. There will be lots of drop bags at the aid stations, so we don't want an oversized suitcase making things inconvenient for the volunteers and the other runners.
- Race premium jackets will not be mailed to the runners. If you cannot make the race you need to have someone pick up your jacket for you or make other arrangements to get it at another time.

Aid Station Locations

Below are GPS coordinates for the aid stations as well as Camp Manidokan. Note in some cases the coordinates given may not be the exact coordinates of the AS, but rather a point closest to the AS on a road that your GPS would recognize. If you can't find the aid station, walk towards the river. *Note: the directions are given for going between Camp Manidokan and all aid stations. There may be a more direct route between two individual aid stations.* All aid stations will have at least one port-a-pot for use by runners. There may also be official C&O Canal "outhouses" (not quite, but close enough). I can say from experience you probably want to use our port-a-pots instead of these "outhouses".

- Camp Manidokan: 39.3567°N, 77.7339°W
Address: 1600 Harpers Ferry Rd, Knoxville, MD 20733
- Antietam Creek AS: 39.4215°N, 77.7485°W
- Dargan Bend AS: 39.3632°N, 77.7398°W
- Keep Tryst AS: 39.3299°N, 77.6817°W
- Brunswick AS: 39.3115°N, 77.6273°W
- Lander Rd. AS: 39.3065°N, 77.558°W
- Nolands Ferry AS: 39.2503°N, 77.4823°W

Aid Station Directions

Directions to Manidokan from Frederick, MD (est. 30 minutes)

- Drive 16 miles on US 340W.
- Turn left onto Keep Tryst Rd. **If you see a sign welcoming you to West Virginia, you went too far.**
- Drive 0.2 miles on Keep Tryst Rd.
- Turn Right onto Harper's Ferry Rd.
- Drive 1.6 miles on Sandy Hook Rd., continue 2.7 miles on Harper's Ferry Rd. **Follow the signs for Manidokan posted along the way.** At one point there is a sign which points to the right for Manidokan but in the past it has been confused for pointing left. **Do not turn left here (onto the narrow and poorly maintained paved Back Rd.)** Be forewarned of narrow and winding roads on this stretch, drive with caution. Destination will be on your left.

Directions to Antietam AS from Camp Manidokan (est. 12 minutes)

- Turn left coming out of Manidokan onto Harper's Ferry Rd.
- Proceed 5.8 miles on Harper's Ferry Rd. You know you are getting close when you drive over a stone one-lane bridge.
- Turn left onto Canal Rd.
- Drive 0.1 miles on Canal Rd. Destination will be on your left.

Directions to Dargan Bend AS from Camp Manidokan (est. 3 minutes)

- Turn Right coming out of Camp Manidokan onto Harper's Ferry Rd.
- Proceed 0.4 miles. Turn Right onto Back Rd. Back Rd. may be unmarked, or the sign may be difficult to see. You should see a sign pointing you in the direction you came (to Manidokan) you want to go the other way.
- Drive 0.8 miles on Back Rd. Dargan Bend Parking area/AS will be on your left.

Directions to Keep Tryst Rd. AS from Camp Manidokan (est. 11 minutes)

- Turn Right coming out of Camp Manidokan onto Harper's Ferry Rd.
- Proceed 2.7 miles on Harper's Ferry Rd., proceed onto Sandy Hook Rd. for 1.6 miles.
- Turn Right onto Keep Tryst Rd. Proceed 0.9 miles on Keep Tryst Rd. The aid station will be located through the gate and across the train tracks.

Directions to Brunswick AS from Camp Manidokan (Est. 20 minutes)

- Turn Right coming out of Camp Manidokan onto Harper's Ferry Rd.
- Proceed 2.7 miles on Harper's Ferry Rd., proceed onto Sandy Hook Rd. for 1.6 miles.
- Turn Left onto Keep Tryst Rd. Proceed 0.2 miles and then merge onto US 340 E.
- Drive 1.8 miles and take the MD-180 W/Knoxville exit toward MD-478/Brunswick.
- Merge onto MD-180 E.
- At the intersection with the Church, turn right onto MD-478 E/ Knoxville Rd.
- Proceed 2.3 miles. In the center of town (Brunswick) at the stoplight, turn right onto South Maple Avenue. *Note, follow the speed limit carefully in within the City of Brunswick. The police are notorious for pulling people over for doing slightly over the speed limit (e.g. 2MPH).*
- Proceed across the first set of train tracks and park in the MARC lot. The AS will be located across the second set of train track down a small hill.

Directions to Lander Rd. AS from Camp Manidokan (est. 30 minutes)

- Turn Right coming out of Camp Manidokan onto Harper's Ferry Rd.
- Proceed 2.7 miles on Harper's Ferry Rd., proceed onto Sandy Hook Rd. for 1.6 miles.
- Turn Left onto Keep Tryst Rd. Proceed 0.2 miles and then merge onto US 340 E.
- Proceed 9.6 miles on US 340 E. Take the Lander Rd. Exit towards Jefferson.

- Turn right on Lander Rd. once you leave US 340 E.
- Proceed 1.5 miles and continue right onto Lander Rd.
- Proceed 2.5 miles to the aid station. Continue across the train tracks. The aid station will be located just across the bridge on the right. This will be a water-only (and possibly HEED/Hammer Gels) aid station.

Directions to Nolands Ferry AS from Camp Manidokan (est. 37 minutes)

- Turn Right coming out of Camp Manidokan onto Harper's Ferry Rd.
- Proceed 2.7 miles on Harper's Ferry Rd., proceed onto Sandy Hook Rd. for 1.6 miles.
- Turn Left onto Keep Tryst Rd. Proceed 0.2 miles and then merge onto US 340 E.
- Proceed 9.6 miles on US 340 E. Take the Lander Rd. Exit towards Jefferson.
- Turn right on Lander Rd. once you leave US 340 E. **Immediately (46 feet) turn left onto Mountville Rd.**
- Proceed 2.0 miles on Mountville Rd. and turn right onto US 15 S.
- Proceed 4.9 miles on US 15 S.
- Turn Left onto MD-28 E/Clay St. If you see a sign that says, "Welcome to Virginia! Buckle up!" you went too far. Hopefully you are already buckled in.
- Continue to follow MD-28 E for 3.8 miles. Turn right onto New Design Rd. *Note, this turn comes up quickly and can be easily missed if you are not looking for it.*
- Continue 0.7 miles to the Nolands Ferry Canal access. The aid station should be set up near the picnic area adjacent to the small parking lot.

Appendix A – Maps

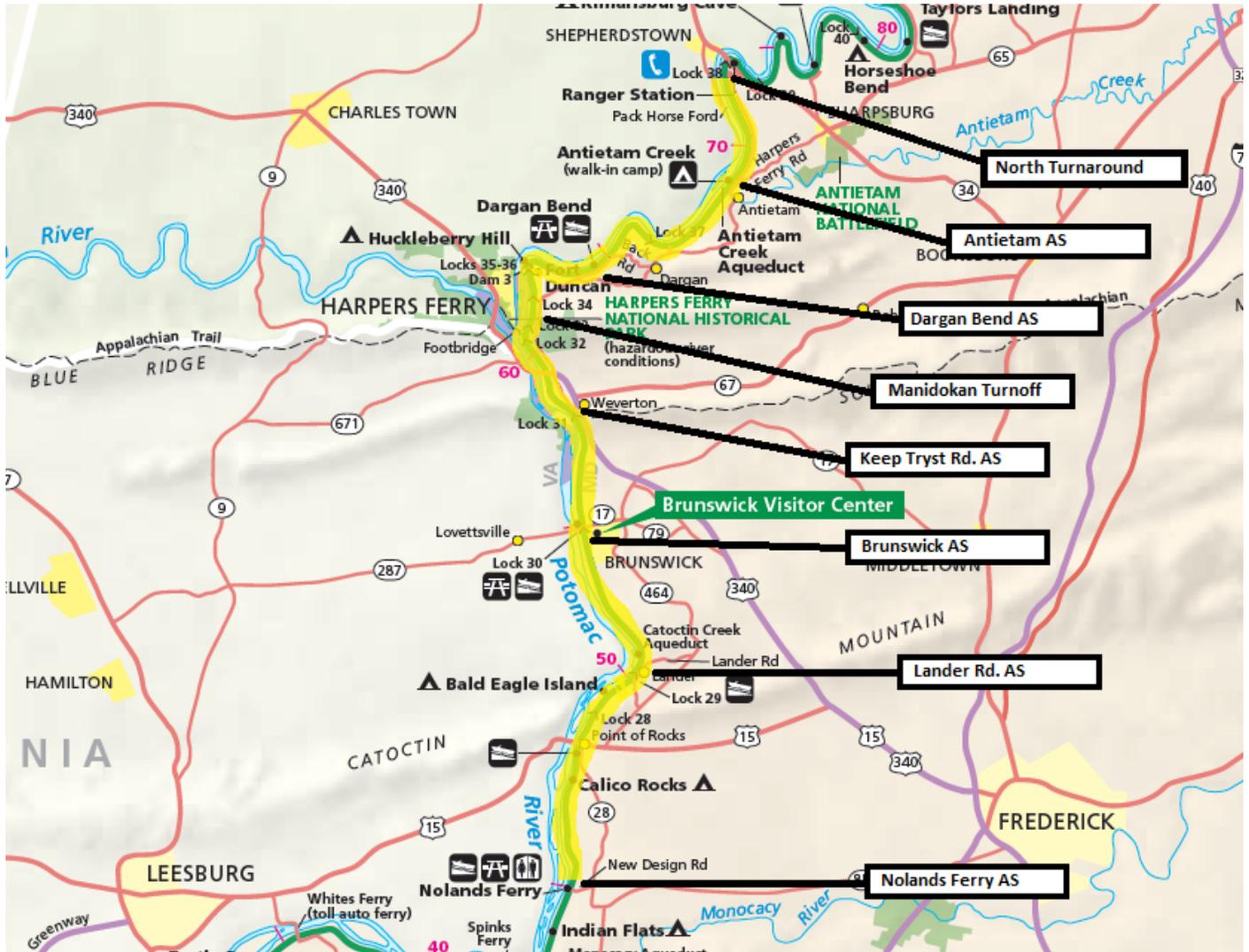


Figure 1 Overall Course map. “Manidokan turnoff” represents the start/halfway/finish. For a detailed description please see the race website. Note that the canal is entirely on the Maryland side of the Potomac however the course has been highlighted here to simply show the general area of the route.



Figure 2 The Manidokan re-route starting in 2014, affecting the initial start from Manidokan to spread out the runners before hitting the singletrack. The course remains unchanged from that point onward.

Appendix B – Aid Station Logistics

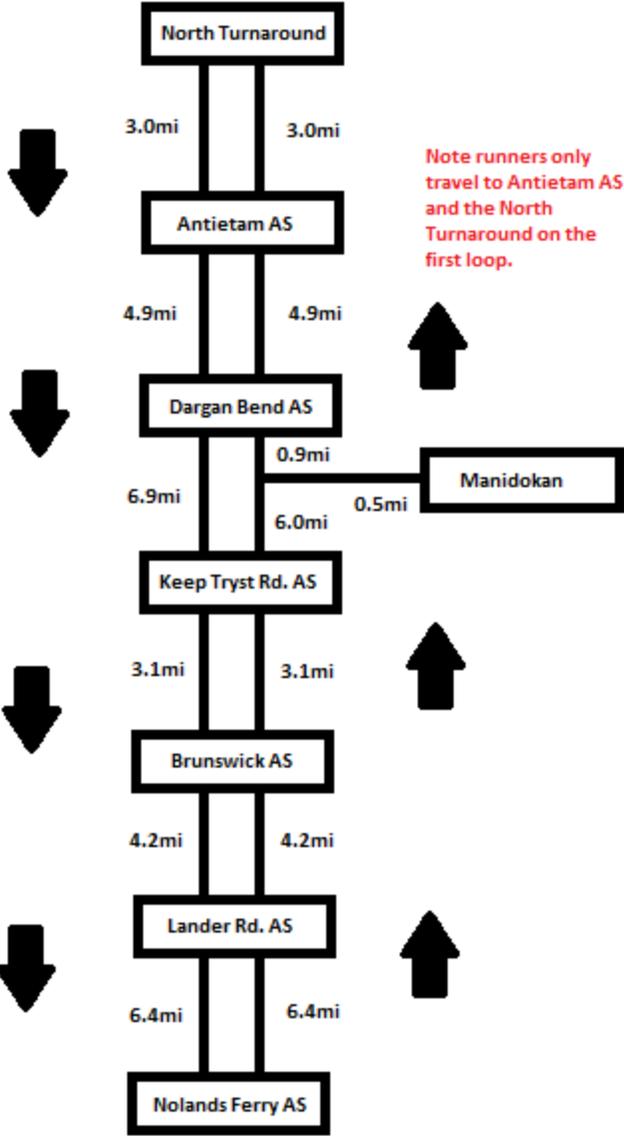


Figure 3 General aid station diagram, showing the relative locations of the aid stations, the direction of traffic during the loops, and the distances between each aid station.

Location	Mile	Section	Aid Station Open	Official Cutoff
Start/Manidokan	0	0		7:00 AM Start
Dargan Bend	1.4	1.4	4/25/2015 7:10	
Antietam Campground	6.3	4.9	4/25/2015 7:40	
North Turnaround	10.1	3.8		
Antietam Campground	13.9	3.8		
Dargan Bend	18.8	4.9		
Keep Tryst Rd.	25.7	6.9	4/25/2015 9:30	
Brunswick	28.8	3.1	4/25/2015 10:00	
Lander Rd.	33	4.2	4/25/2015 10:45	
Nolands Ferry	39.4	6.4	4/25/2015 11:15	
Lander Rd.	45.8	6.4		
Brunswick	50	4.2		
Keep Tryst Rd.	53.1	3.1		
Manidokan	59.6	6.5		12:00AM 4/26/15
Keep Tryst Rd.	66.1	6.5		
Brunswick	69.2	3.1		
Lander Rd.	73.4	4.2		
Nolands Ferry	79.8	6.4		6:30AM 4/26/15
Lander Rd.	86.2	6.4		
Brunswick	90.4	4.2		9:45AM 4/26/15
Keep Tryst Rd.	93.5	3.1		
Manidokan	100	6.5		

Table 1 Aid station logistics table, diagramming the aid stations with section and overall distance as well as official cutoffs when applicable.

Appendix C – Pre-race Dinner Menu

All the sauces will be vegetarian and diners will have the ability to add meat items in should they choose. All of the sauces are from scratch in house.

Menu

- Salad Bar in the dining hall
- Penne with a garlic cream sauce
- Farfalle(bowtie) with a roasted tomato/fresh basil sauce
- Linguini with a traditional tomato sauce
 - Grilled chicken add in
 - Meatball add in
- Bread both garlic and plain
- Hot drinks: Coffee, Tea and hot chocolate available
- Cold Drinks: Iced Tea, Lemonade, Water
- Dessert: brownies or similar