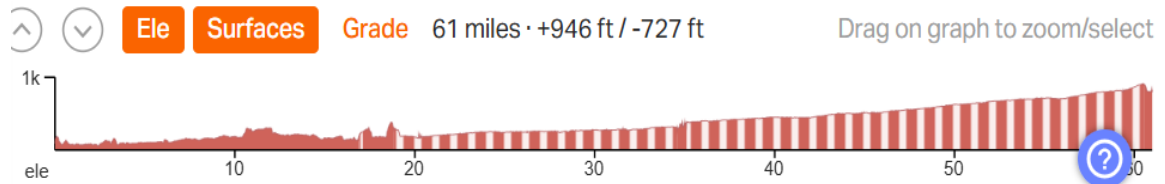


Ride Description

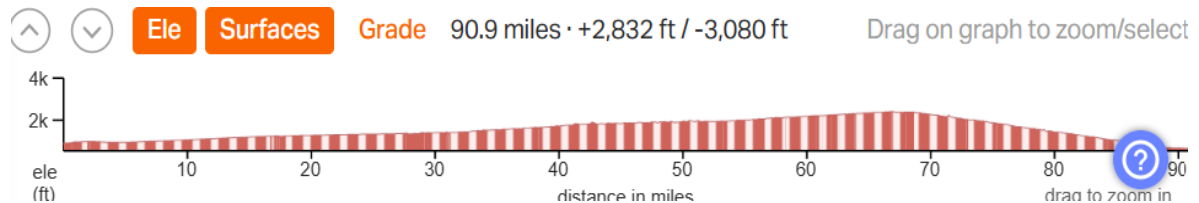
PART 1 – The KSR provides luggage transfers, rest stops, and SAG support. For KSR riders, the tour also includes 6 nights of hotels. For riders that selected the GAP and C&O option only, the tour includes 4 nights of hotels (see Part 2 for info. on second half of tour).

Day 0 Pittsburgh PA - the KSR will provide transportation including luggage and bikes from Philadelphia. For riders selecting the GAP/C&O trail option, transportation will be provided from Hancock MD to Pittsburgh. For riders starting in Pittsburgh, other transportation arrangements can be made.

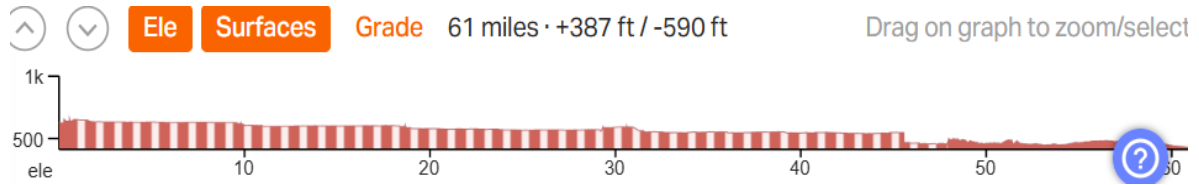
Day 1 Pittsburgh to Connellsville PA (61 miles - 946 ft gain). The route uses the Great Allegheny Passage (GAP). The GAP is a multi-use trail that primarily follows railroad corridors from Pittsburgh, Pennsylvania to Cumberland, Maryland. Leaving Pittsburgh, the route follows the Three Rivers Heritage Trail along the south and west side of the Monongahela River. At McKeesport, the GAP crosses the Monongahela River on a pedestrian/cyclist bridge and follows paths through a paved industrial area and downtown. Then it begins heading upstream along the Youghiogheny River. South of McKeesport, you'll cross the Youghiogheny River. After our first rest stop in Boston, the trail transitions to a smooth crushed limestone surface. Grades along the trail are less than 2 percent.



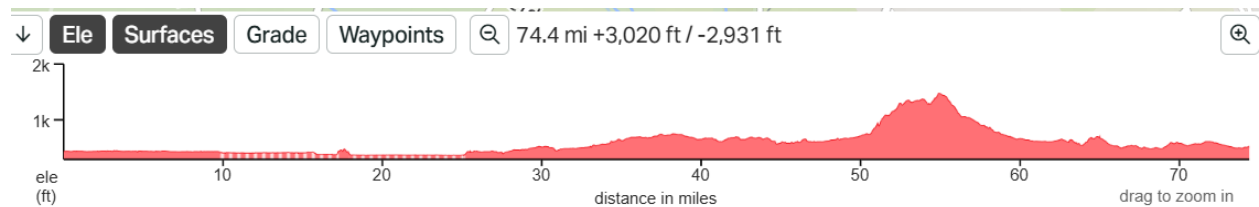
Day 2 Connellsville to Cumberland MD (91 miles - 2832 ft gain). Today we begin the long gradual climb to the Eastern Continental Divide at 3,292 feet. Our first stop is in the Ohiopyle State Park which is a popular white water rafting and outdoor recreation destination. The Salisbury Viaduct, 1,908 feet in length, and the Keystone Viaduct, 909 feet in length, are up to 100 feet high and use the original railroad structures. After crossing the Eastern Continental Divide, we begin a 24 mile downhill run. There are also four tunnels, ranging from 849 feet to 3,294 feet in length. The Big Savage Tunnel is the longest and has lights. The historic Mason Dixon Line represents the state line between Pennsylvania and Maryland. This line became widely known as the symbolic divide between the Northern and Southern states during the Civil War. After Frostburg, the GAP parallels the Western Maryland Scenic Railroad (WMSR), and the 914 ft. Brush Tunnel is shared by the WMSR and the GAP — cyclists are cautioned to not be in the tunnel when a train is in it or when approaching the tunnel. The GAP seamlessly meets the C&O Canal Trail at the Canal Place Heritage Area.



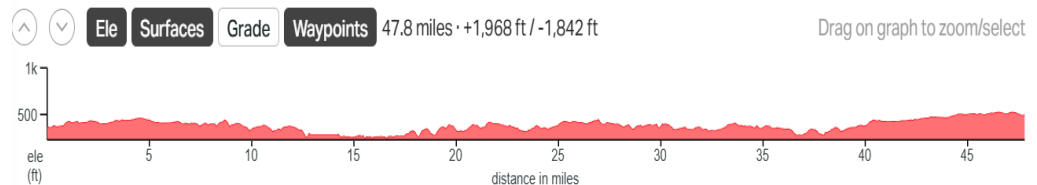
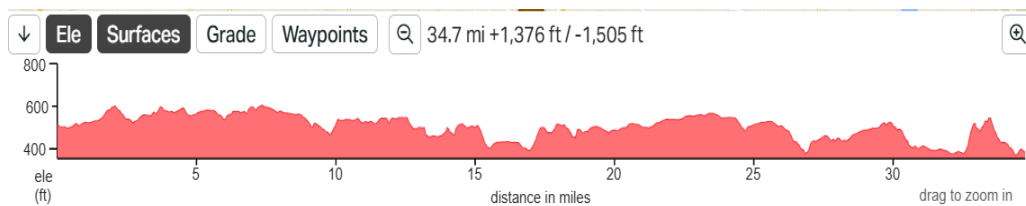
Day 3 Cumberland to Hancock MD (61 miles - 387 ft gain). The C&O Canal Trail follows the towpath of the C&O Canal through the Chesapeake and Ohio Canal National Historical Park. The trail surface is mostly dirt and can be slick and hard to ride in wet conditions. The first 10 miles are the roughest conditions with some loose gravel (a SAG van to Oldtown is an option for this section). All hikers and bikers must yield the right of way to horses and mules. Water sources can be scarce along the C&O, especially on the 60 miles between Cumberland and Hancock. The 3,118-ft. Paw Paw Tunnel was built to avoid six miles of horseshoe-shaped bends on the Potomac River. **Cyclists need to use lights to navigate the tunnel.** Beginning 0.7 miles east of Little Orleans, the Western Maryland Rail Trail provides a paved trail for 16 miles to Hancock.



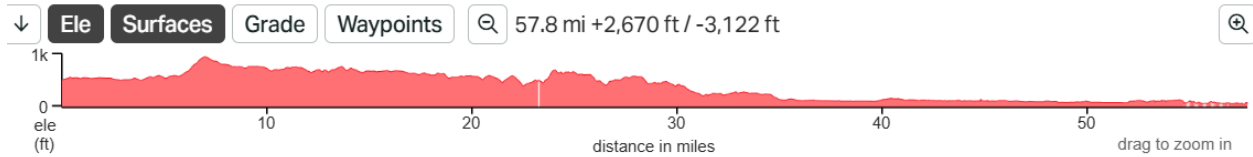
Day 4 Hancock to Gettysburg PA (74 miles - 3020 ft gain). We begin the day on the Western Maryland Rail Trail (WMRT) for 10 miles. After exiting the WMRT, we return to C&O for another 15 miles. Our first rest stop will be in Williamsport (mile 25). **For GAP/C&O trail riders, riders will return to their cars in Hancock MD (see Part 2 for second half).** All other riders will leave the C&O Canal Trail and start using paved roads. Riders will travel north on route 63 for 8 miles and then transition to country roads with rolling hills with low traffic. At mile 50 we break for lunch and prepare for our climb over the Catoclin mountains (3 miles, 700ft climb with 3.5% average grade – max 9.2%). Our “boost van” will be available to avoid this climb. After a long downhill, we enter Fairfield (mile 61) and pass through Gettysburg National Military Park.



Day 5 Gettysburg to Lancaster PA (83 miles - 3337 ft gain). Today we start on country roads for 12 miles and then switch to PA Bicycle route “S” (RT 234) for 5 miles. RT 234 has a small shoulder with moderate traffic. We are then on country roads for 8 miles. Most country roads have low traffic but may not have a shoulder. We will stay north of York and utilize neighborhoods to avoid busy roads. We have one small climb at mile 32 (1/4 mile climb at 6.4% grade). **At mile 35, we need to switch maps.** For the next 5 miles we have a few city roads to navigate but will utilize neighborhoods whenever possible. We then switch to RT 462 for 7 miles and then stop for lunch in Wrightsville (mile 47). After lunch, we cross the Susquehanna River and jump on the river trail for 2 miles. We will avoid the major Lancaster roads and utilize some of the smaller roads. Some of these roads don’t have shoulders, but the traffic volume is much lighter. Lancaster County is known as “Pennsylvania Dutch Country”. The county is home to many Amish families and beautiful farmland. At mile 52 we then begin an area with rolling hills for about 4 miles (341 ft climb, 4% max grade). Our “boost van” will be available to avoid this climb. After the covered bridge we switch to RT 23 for the final 9 miles.



Day 6 to Philly (58 miles - 2670 ft gain). Today we are on rolling country roads for most of the morning as we enjoy some beautiful farmland. We will be on PA Bicycle route "S" (RT 234) for 6 miles. We have 2 big climbs today: mile 5 (1.2 miles, 462 ft climb, 8% max grade) and mile 23 (0.7 miles, 228 ft climb, 11.3% max grade). We stop in Phoenixville for lunch, and then we join the multi-use Schuylkill River Trail, which provides off-road riding into Philadelphia (finishing in Manayunk). For riders starting in Pittsburgh, car rentals from the Philadelphia airport are recommended for your return ride home.



PART 2 - For riders that selected the GAP and C&O option, we will complete the C&O trail a few weeks after the conclusion of the KSR Ride. Tour includes 2 nights of hotels, luggage transfers, rest stops, SAG support, and transportation back to Washington DC.

Day 0 to Washington DC (Friday) – riders will arrive in New Carrollton MD and check into the hotel. For riders leaving their car in Williamsport, other transportation arrangements can be made to DC.

Day 1 to Brunswick MD (Saturday, 59 miles) – After touring downtown DC, we will jump on the Capital Crescent Trail. At mile 3.3 we will start on the C&O Canal Trail. Rest stops:

- Old Angler's Inn (mile 16)
- Seneca (mile 26.5)
- Monocacy River (mile 46) – lunch stop

Day 2 to Williamsport MD (Sunday, 56 miles) - Order lunch near hotel. The C&O Canal Trail continues to Williamsport. Rest Stops:

- Shepherdstown (mile 20)
- McMahan's Mill (mile 35) – lunch stop
- transportation back to New Carrollton MD will be provided (or other agreed to location).