

# ***Mirror Lake Highway Road Race & Grand Fondo***

July 30<sup>th</sup>, 2022

## **Event Guide**

150 miles and 8,000 feet of up (and down)  
***Presented by Utah Bicycle Law***

USA Cycling Permit: 2022-5118, 2022-5119



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## Podiums and Fields

The Mirror Lake Highway event is a USAC race with various fields by CAT and age as well as a timed event (Grand Fondo) all racing together with limited mass starts. Everyone who completes the course in the allotted 10 hours will receive a finish time and overall placement along with placement within a time club and the corresponding time club award (see below). Those who also desire to race a USAC event will need to enter the desired race field and will get an additional result within the field with results submitted to USAC and podiums for each race field.

Those who only wish to race against the clock on the course should sign up for the Grand Fondo. This field does NOT require a current or 1-day USAC license.

## Finish Time Awards

Mirror Lake Road Race is an event for all riders with medals given out based on finish time. The course is 150 miles with about 8,000 feet of climbing (majority in the first 35 miles) and can be a challenge to finish. The table below shows the finish time levels with medals awarded based on your total time. How it works is the clock starts when your wave leaves and ends when you cross the finish line. Riders can ride with anyone on course no matter the starting wave (see Rules and FAQ section). So grab a group of friends and all ride together to smash time goals, come solo and make new friends as you find riders of similar ability to ride with, or round up as many teammates as possible, or even join with other teams, and see how fast you can finish.

Finish Time	Level	Average Speed
Under 6.5 hours	Legend Club	23.1mph
6.5 – 7 hrs	Gold Club	21.4 – 23mph
7 – 8 hrs	Silver Club	18.75 – 21.3mph
8 – 9.5 hrs	Bronze Club	15.8 – 18.75mph
Over 9.5 hrs	Finisher Club	< 15.8mph

## Team Competition

Mirror Lake Highway Race has a team competition. This involves any number of team members racing together or with others and is across all fields including Grand Fondo. A team gets a time when the 4<sup>th</sup> teammate crosses the finish line. There is nothing to do to be entered into this competition beyond being sure all your team members **use the exact same team name when registering**. This one rule will be enforced. Then as results are compiled a team will get a team time when the 4<sup>th</sup> member is recorded across the finish line. Every 4<sup>th</sup> team member who crosses will count as another team (*Team Name A*, *Team Name B*, etc.) in the team competition. The top teams will get awards in a 5 deep team podium with the top team owning bragging rights for the year.

# Specific Rules for this Event

The combined Citizen class (Grand Fondo and teams/relays) and USAC race classes make for a unique set of rules. It is the participant's responsibility to be aware of all the rules and how to best 'play by the rules' to their advantage. Racers and Citizens/Grand Fondo (including teams/relay) riders will have different series race numbers to make it easy to identify. Like all races and all rules, enforcement can be difficult, and a lot of the enforcement falls on the riders themselves through honesty as well as reminding others of the rules. The course is 150 miles with a lot of very beautiful but also very open (nothing around) areas. The goal of these rules is to avoid riders being orphaned and having to ride alone once racers are out of podium contention. Rules are as follows:

1. Citizen/Grand Fondo riders (teams/relays included) can ride with anyone on the course at any time but cannot affect the outcome of a race field podium. This means:
  - a. Citizens must ride at the back of a race group if it is the lead pack of a race field. You will have to ask those in the group if they are the lead pack or stay on the back. This rule also applies when the race group has not broken up and there is only one pack. It is expected racers will tell citizens if they cannot work with the group and have to stay off the front (not take pulls).
  - b. Citizens cannot take part in creating a break. If an established break or one that is forming catches a citizen, the citizen can jump in with the break but ride on the back only (same as rule above). No helping the break which is the front pack.
  - c. If a break with citizen rider(s) is caught, the citizen(s) should move to the back of the new pack as this is now the front pack and rule **1a.** above applies.
  - d. Citizens cannot help chase a break within sight or close the gap.
  - e. Citizens cannot lead out a racer or group of racers into the finish at any time. Once the course turns off the main highway in Peoa (about 6 miles before finish, see maps below), citizen and racers **cannot** ride together to the finish.
  - f. As long as the racer group is not the front pack, and the front pack is not within sight, then citizen riders can work (take pulls) with any combined group.
  - g. It is possible a combined group of dropped racers and citizens can catch back up to the front pack of a given race group. This is allowed. If the front pack is caught, then all citizens should ride on the back of the pack to let the race play out without interference.
2. Racers can ride and work with any other racers. In short, all racers are racing as if there was a single start field and scored separately. Some examples:
  - a. CAT1-3 pack passes CAT4-5 pack. CAT 4-5 racers can jump in the CAT1-3 pack. Women can jump in with men and vice-versa.
  - b. A break in the CAT4-5 pack is caught by the CAT1-3 pack with some previously dropped 4-5 racers mixed in. Pack functions like a single race field.
3. Racers can ride and work with citizens, as long as they are not in the front pack of their race field or have the front pack in sight.
  - a. A group of citizen riders catches a front pack of racers and passes them. The racers cannot join this group.
  - b. A break occurs but is caught by a combine group of racers from that field and citizens. The chase pack is subject to rules **1d**, **1f**, and **1g** above. Pick your time to break wisely.
  - c. Dropped riders from race fields can group up with any other racers or citizens.

4. All racers must split away from others who are not in their field in the last ~6 miles (after the turn off the SR-32 in Peoa) no matter current placement in the category. The last 6 miles are flat roads with a bunch sprint expected and the sprint must be between racers of the same field only. Example: A CAT1-3 racer cannot lead out CAT4-5 racers or men lead out women to the finish.
  - a. This rule will be enforced by the finish line judge and/or camera. The time penalty is **5 mins** for anyone being helped in a bunch sprint, whether they meant to get help or not. You must tell others not in your race field to split off. This time penalty applies to the USAC results as well as the finish time clubs.
  - b. This rule may mean some racers ride solo for the last 6 miles.
  - c. Time penalties will not be given for mixed groups when there is only one racer from any given race field, i.e. group could have multiple racers but only one from each field. In this case, placement within a race field is unaffected.
5. All aid stations are feed zones.
  - a. Racers are only allowed to receive support in designated feed zones except for the designated race SAG vehicles (neutral support).
  - b. For safety, all riders should exit the roadway completely and enter the feed zone before stopping. Aid station helpers may remind anyone in the road to move out of the road.
  - c. Riding on the wrong side of the road or receiving a hand up from a supporter in the road is not allowed due to safety.
6. Personal Support Vehicles: Most of the aid stations lack any parking. To keep traffic low on course, personal support vehicles are **only allowed at Evanston** and then **on course from Coalville to Wanship**.
  - a. **DO NOT** drive the course from Evanston to Coalville, take I-80 to Coalville. No one riding wants a bunch of vehicles in the dirt section and breathing dust.
  - b. Team SAG/shared SAG among riders is recommended.
  - c. Relays are allowed **one** support vehicle per relay team on the entire course.
  - d. SAG driving the course to Evanston must follow the route below to avoid the police-controlled turn at Southridge Rd. Rider route shown in **RED**, SAG vehicles shown in **BLUE** in map directly below.
    - i. **DO NOT SPEED** on the city streets.
    - ii. Take a left on Aspen Grove Drive to City View Drive.
    - iii. Turn right on City View Drive.
    - iv. Follow City View Drive to Saddle Ridge Rd and turn right on Saddle Ridge Rd.
    - v. Park in the designated areas shown detailed aid station map in pages below.



# Event Sponsors

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### About Gnarly Nutrition

Born in Utah's Wasatch Mountains, Gnarly Nutrition is committed to educating and inspiring athletes at all levels. Gnarly provides honest, effective and great tasting sports nutrition that is NSF Certified and NSF Certified for Sport. Gnarly's full line features science-backed products free of hormones, GMOs, proprietary blends, antibiotics, or anything artificial.

For more, visit Gnarly's [website](https://www.gonarnarly.com) or follow along on [Instagram](https://www.instagram.com/gonarnarly)



Utah Bicycle Law, a division of Lance Andrew Bingham, P.C., serves the Utah bicycling community by sponsoring various races, donating bicycling repair stations to various cities throughout the valley, educating the community by providing information regarding Utah's bicycling laws via its website and social media channels, and representing and obtaining justice for injured bicyclists who have been injured by an unsafe road condition, distracted motorist, or otherwise negligent driver. Cole Bingham, the Operating Partner of Utah Bicycle Law, has empathy for UBL's clients as he too has been hit by a distracted driver while riding his bicycle. For more information, visit [www.utahbicyclelaw.com](http://www.utahbicyclelaw.com) or contact Cole by emailing [cbingham@utahbicyclelaw.com](mailto:cbingham@utahbicyclelaw.com), or by calling **801-869-6800**.



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## Course Description

The course starts at the race HQ at South Summit High School in Kamas. The first 6 miles is a neutral 'warm-up' loop from Kamas down to Francis on SR-35 and back up on SR-32 before turning right onto Hwy 150 (Center Street). Once the turn is made onto Hwy150/Center Street the neutral section is over and the race is on. The climb up Mirror Lake Highway is full of Utah beauty best appreciated in the morning light and cool of a summer day. At first there are gradual rolling hills which eventually give way to a solid climb. This is the one and only real climb of the course. Along the way, you'll have some great views of the forest around and pass places like Provo River Falls which are an incredible sight on their own. As you approach the top, the peaks are above the tree line and the views open to be even more amazing. By mile 35 you will pass the summit sign showing you at 10,700 feet elevation, the highest mountain pass in Utah. Now begins a fast descent with a hair pin curve and soon after a false summit. Once you're over that little rise it is all downhill with only a few little rollers to Evanston. The pace will be fast and fun as you watch the miles quickly tick by. You may even pick up some tailwind in Wyoming. At mile 64 is an aid station (unmanned) in a dirt turn-out off the road. Once in Evanston you will turn left off Hwy 150 into Evanston for a kicker hill up to the stop at mile 82. Be sure to stop here and top off all bottles as the next stop is not until mile 106. From Evanston the route takes you out on Yellow Creek Road where the route turns off the pavement just before clicking mile 100. This area is so open and wide you'll understand why they call it Big Sky Country. The dirt road can be better than some paved roads, conditions will vary. Just as you cross the Utah/Wyoming boarder the road will turn into pavement again (thanks Utah) where the aid station stop is located. From there it is a fun rolling downhill stretch into Coalville where the course elevation bottoms out at just under 5,600 feet, a thousand feet lower than Kamas and the finish line. At mile 130 is the last stop of the course. The remainder of the course is through the small towns of Coalville, Hoytsville, Wanship, and Peoa. There are no climbs left, only rolling hills with an elevation gain of about 1,000 feet over the final 20 miles. Once you start to pass Rockport Reservoir you have about 10 miles to go. In Peoa you will turn off the main highway and finish on flat country roads. When the main highway turns left, riders will go straight onto Wooden Shoe Lane. This turn is right in the middle of town, about mile 145, and will be pretty obvious because the main highway (SR-32) does a full 90 turn to the left (east) at this point. Follow Wooden Shoe Lane for about 3 miles where there is a continual gradual shift east (until it turns into 3700N) for an open, totally straight finish built for a hard sprint. This is a very fun, fast, and easy 150 miles. There really is no comparable course in Utah.

The climb up Mirror Lake Highway is a long climb around 29 miles. This section will typically split up the race fields. But after the climb there are 50 miles of downhill rollers to Evanston giving lots of time for bigger riders to chase climbers. From Evanston there is still almost 70 miles of racing left and plenty of time for changes in a race field. This course can be won by any type of rider.

After the finish you will need to ride the short 3 miles or so back to the event HQ at S. Summit High School for food and drinks. Relax and wait for your call to the podium ceremony as you tell of your adventure with others.



# Directions & Parking

**EVENT HEADQUARTERS** – South Summit High School, 45 S. 300 East, Kamas UT 84036



- Arrive at Kamas from either Hwy 248 or Hwy 32.
- Take Main Street north to Center Street.
- Turn east on Center street to 300 East at South Summit High school.
- Parking, Event HQ, Day-of Packet Pickup & Registration, Start Line, Post-Event Party are all located at the high school.

# Event Schedules

## July 30<sup>th</sup>, 2022 Mirror Lake Highway Start Time Options and Fields

Those who are racing the timed race only should enter Grand Fondo.

Start Time	Categories	Course Length	Field Limit*	Advance Registration**	Day of Registration**
6:50am	Wave 1 Grand Fondo	150 miles	75	\$95 - \$115	\$125
6:55am	Wave 2 Women 4/Novice, Collegiate B Women 35+ Open Men 55+ Open	150 miles	75	\$95 - \$115	\$125
7:00am	Wave 3 Teams/Relays 2-3 persons	150 miles	15	Price is per person \$55 - \$75	\$80
7:05am	Wave 4 Men 4/Novice, Collegiate C	150 miles	75	\$95 - \$115	\$125
7:10am	Wave 5 Men 40+ 4/Novice Men 40+ 1-4 Women Pro/1-4, Collegiate A	150 miles	75	\$95 - \$115	\$125
7:15am	Wave 6 Men Pro/1-3, Collegiate A Men 3-4, Collegiate B	150 miles	75	\$95 - \$115	\$125

\* Field size limit may be changed based on State, City, or County requirements.

\*\* Registration prices shown may or may not include taxes or registration fees. See dates and prices on BikeReg. Register earlier for lowest prices.

### Number Pickup Options

Wednesday, July 28<sup>th</sup>, 6:30pm – 7:30pm  
Barnes Park: 280 N. Kays Drive (280 N. 900 West), Kaysville, 84037

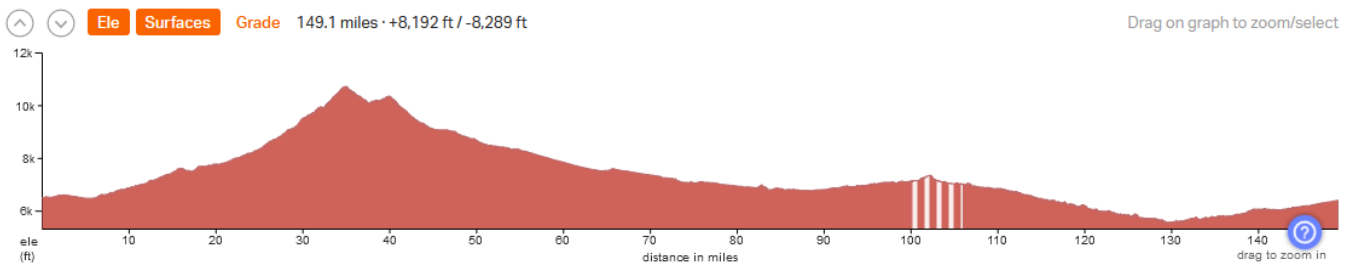
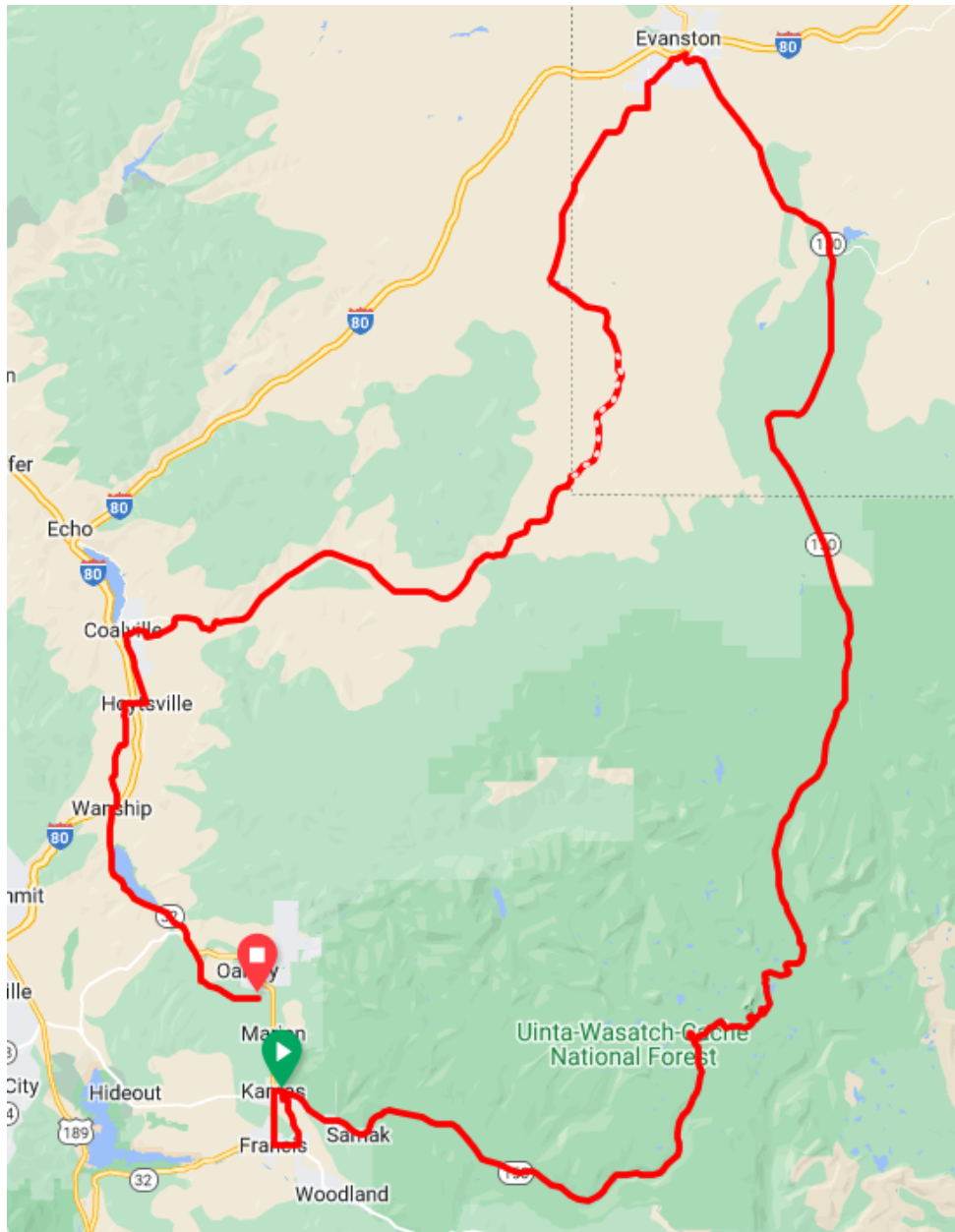
Thursday, July 29<sup>th</sup>, 5:00pm – 6:00pm  
Bike Peddler: 3600 Ashton Blvd suite a, Lehi, UT 84043

Saturday, July 30<sup>th</sup>, 6:00am – 7:00am at Event Check-in  
South Summit High School (45 S. 300 East), Kamas 84036

<https://www.bikereg.com/mirror-lake-road-race>

Course Link: <https://ridewithgps.com/routes/38302061>

# 150 Miles, 8,300 feet Elevation

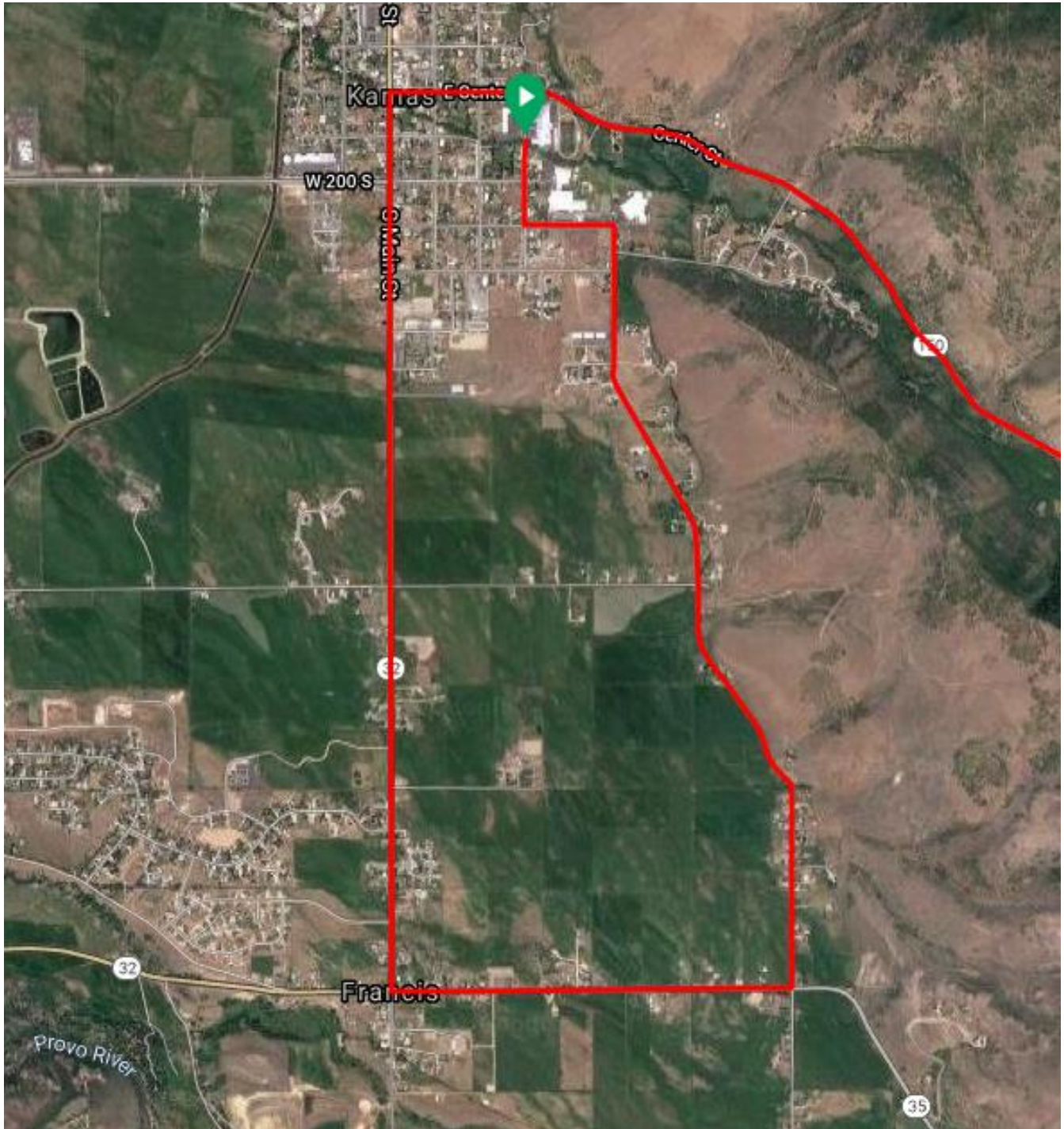


Please review the course at Ridewithgps. It is recommended to program the course into your bike computer or have a cue sheet. Look for orange or yellow tape arrows on the pavement, yellow arrow signs, flagger or police, for turns.

# Event Start with warm-up Neutral until turn onto Hwy150/Center Street

7:00am – 7:45am

This is a ~ 6 mile loop to Francis and back to 'warm-up' for the climb.



# Mile 40 Aid Station location, final/false summit

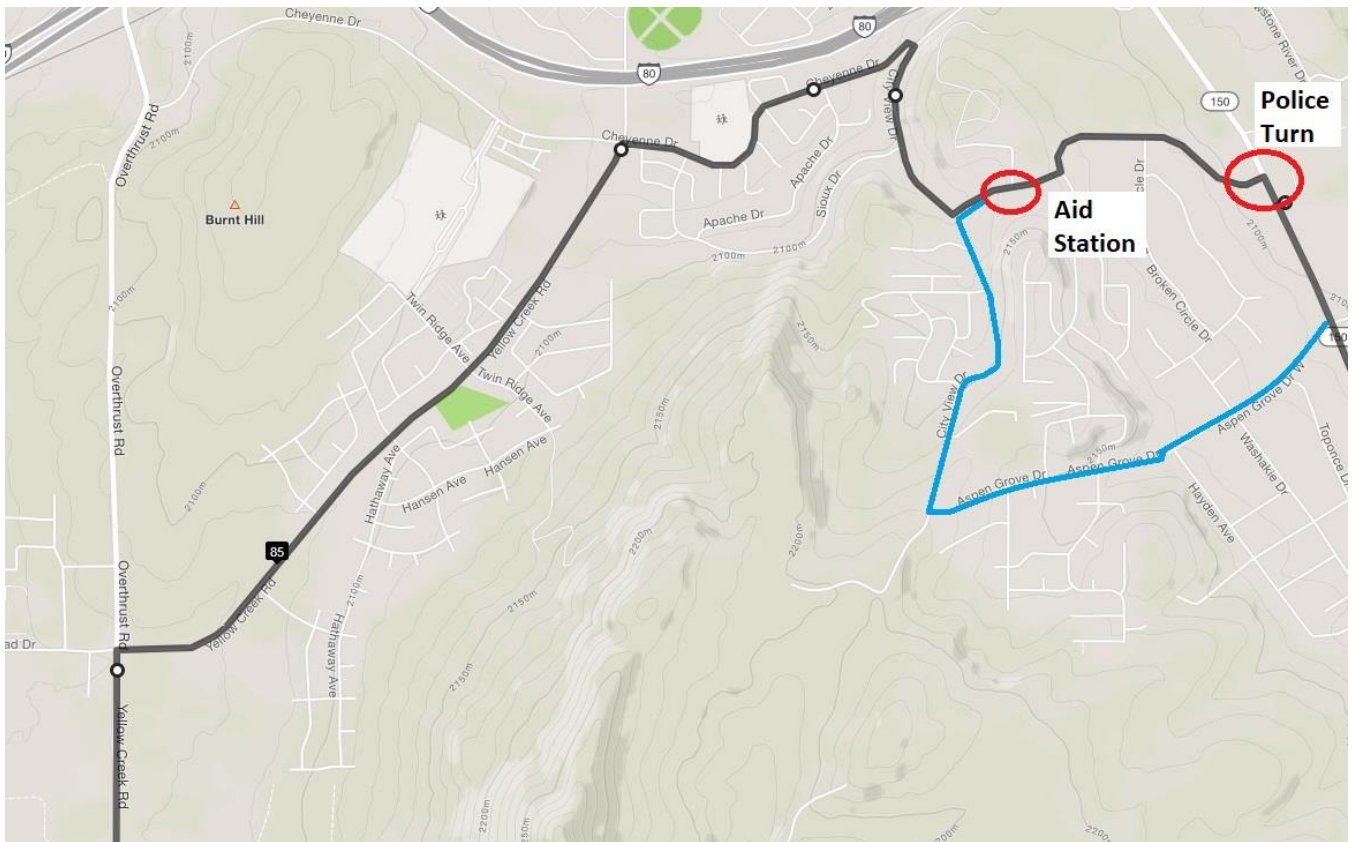
9:15am – 10:30am



# Evanston Pass Through

10:30am – 1:30pm

Police controlled left from Hwy150: **10:30am – 12:30pm ONLY**



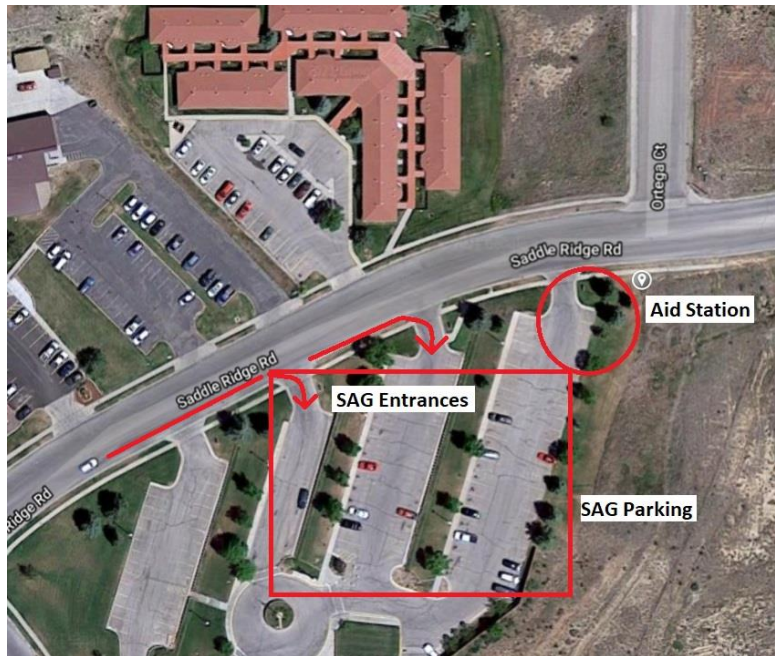
In Evanston there will be an officer controlling traffic from **10:30am – 12:30pm ONLY**, riders can make a left onto Southridge Rd without stopping. If you arrive later you **MUST** obey traffic laws. There may be volunteer flaggers in Evanston at the turns. At the least, there will be markings on the pavement. *Please also know the course or program it into your bike computer.*

## Directions:

1. Turn left off Hwy150 at mile 82.2 onto Southridge Road. It is the next left after the Sinclair Gas station you will pass on your right. This is a short climb.
2. Southridge curves left/south after 0.5 miles, turn right onto Saddle Ridge Rd at mile 82.7. This is the 1<sup>st</sup> right you can turn on. The aid station is at the top of the hill on the left.
3. Saddle Ridge peaks then begins to go downhill, turn right on City View Drive after 0.3 miles (mile 83.0).
4. Follow City View down 0.3 miles until the road makes a hard left (180 degree turn) onto Cheyenne Drive at mile 83.3.
5. At the stoplight on Cheyenne Drive 0.7 miles, turn left onto Yellow Creek Road at mile 84.0.
6. Follow Yellow Creek Rd for 1.5 miles to stop sign. Turn onto Overthrust Rd at mile 85.5. Stay on this road for 14.5 miles. At mile 100, turn left onto the dirt section.
7. SAG vehicles follow **BLUE** route to aid station.

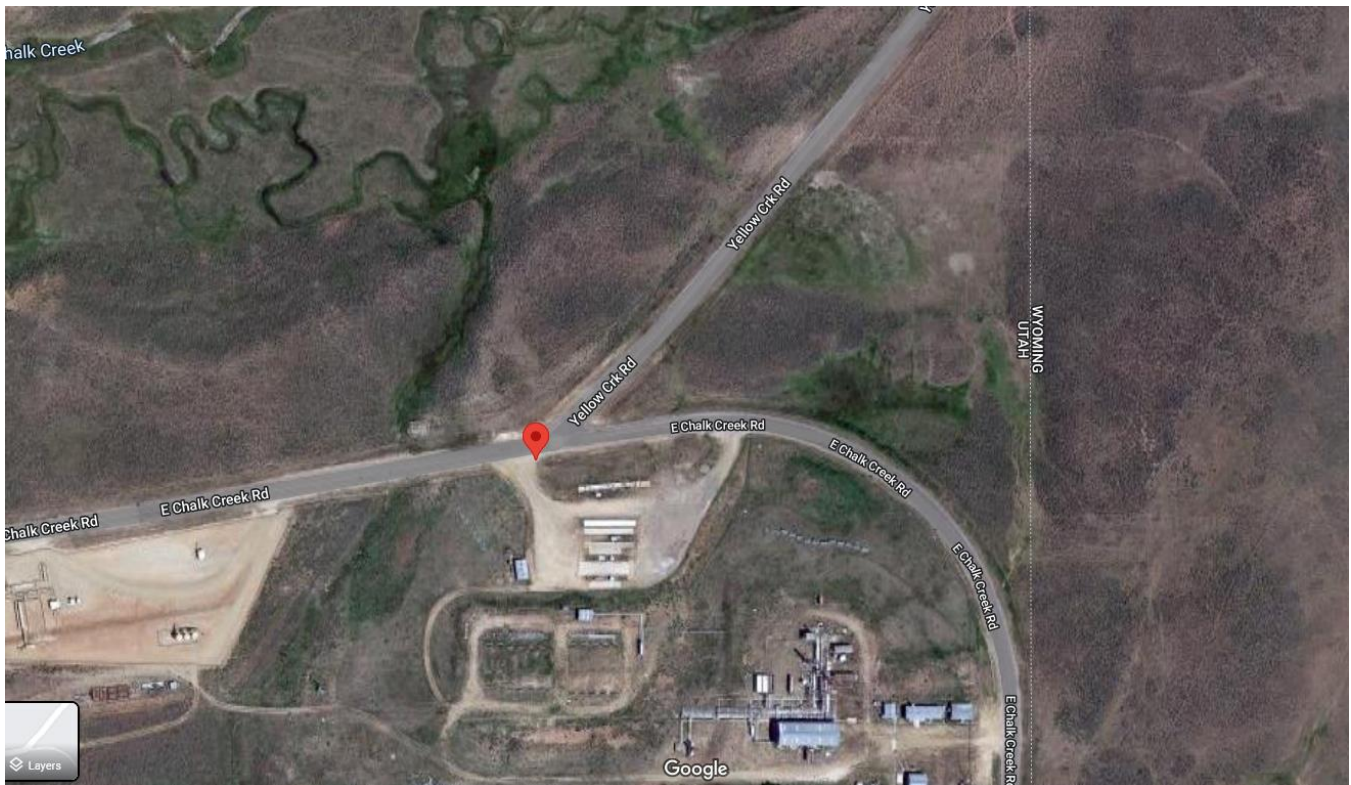
# Evanston Aid Station

10:30am – 1:30pm



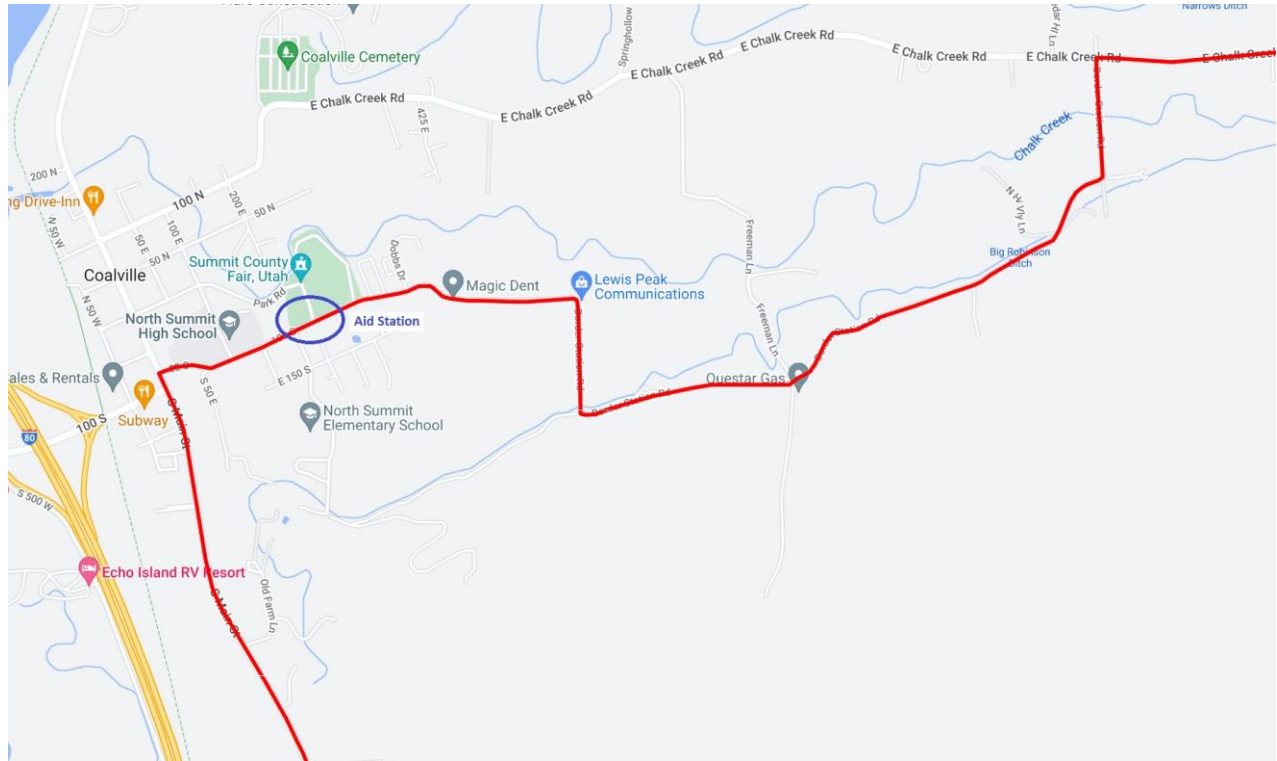
# Chalk Creek Aid Station

11:30am – 3:00pm



# Coalville Pass Through

12:30pm – 4:30pm



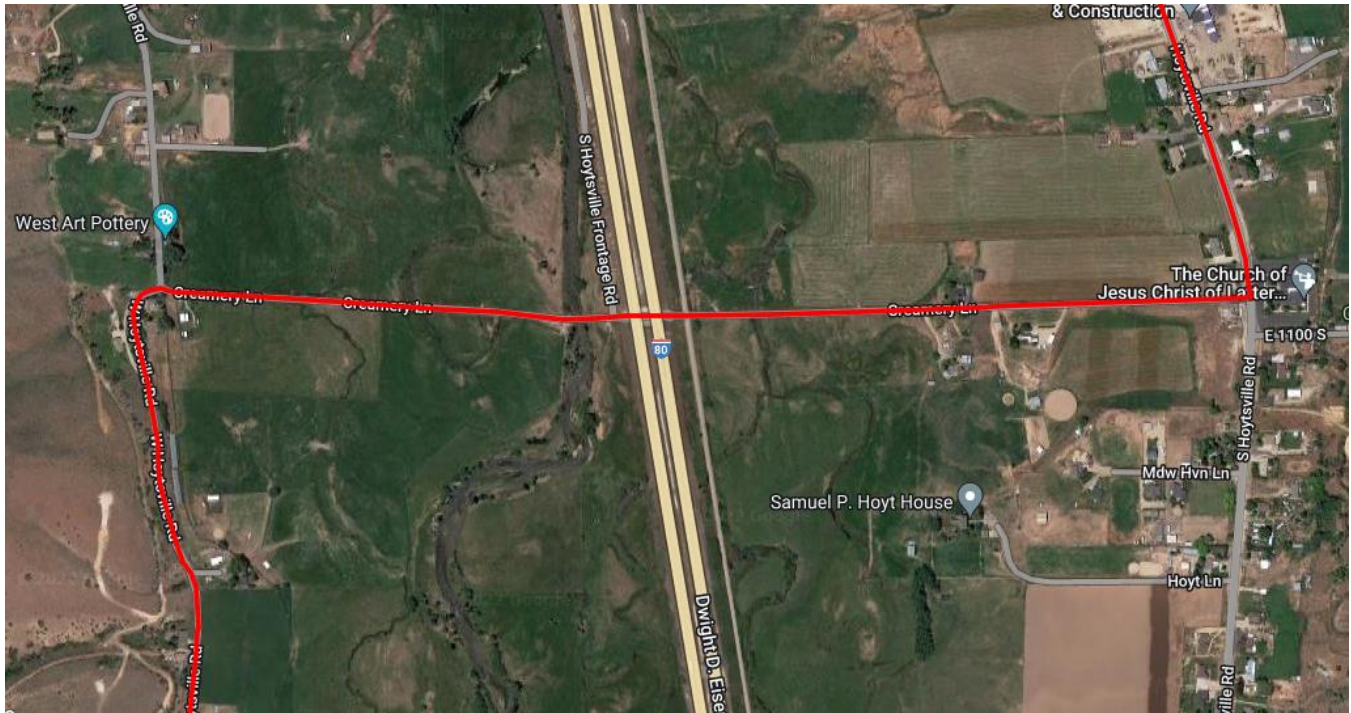
~ 2 miles before the cemetery, turn left onto Border Station Rd. Follow this road as it weaves around and into town. The aid station will be on your right in the shady trees. Continue on 100 South until you arrive at Main Street (stop sign) and turn left. Obey all traffic laws.





# Hoytsville Pass Through

12:30pm – 4:30pm



3 miles down from Coalville is the turn in Hoytsville onto Creamery Lane. There is an LDS church on the other side of the road at the turn. You will turn right to get across I-80 and to avoid the road construction in Hoytsville.

# Wanship Pass Through

1:00pm – 5:00pm

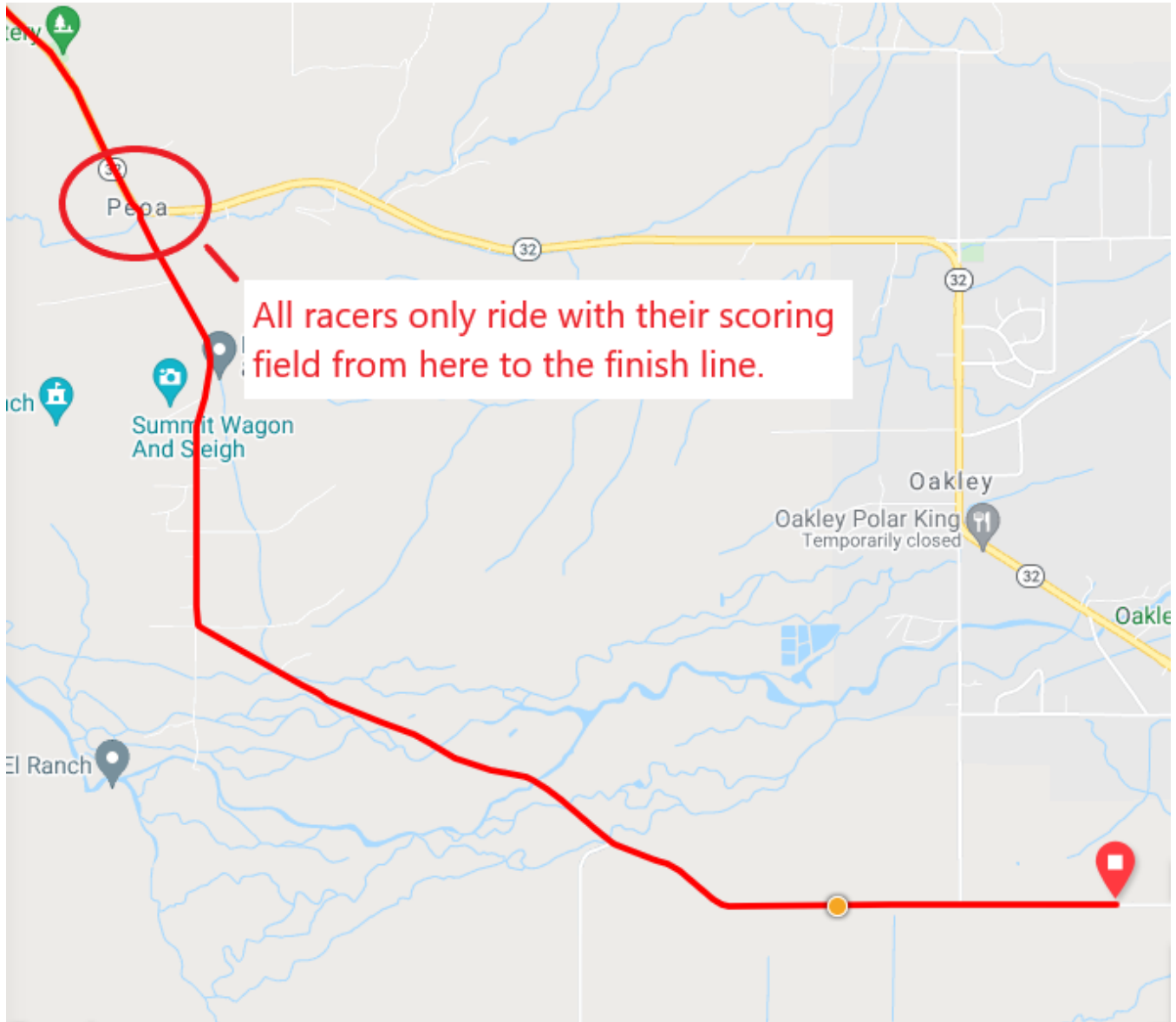


Continue straight when Hoytsville Rd hits Old Lincoln Hwy at this intersection (circled above). Follow the main road when it goes left, then under I-80 and out onto SR-32. Wanship only has one main road. All others are residential.

# Peoa Pass Through

1:30pm – 5:30pm

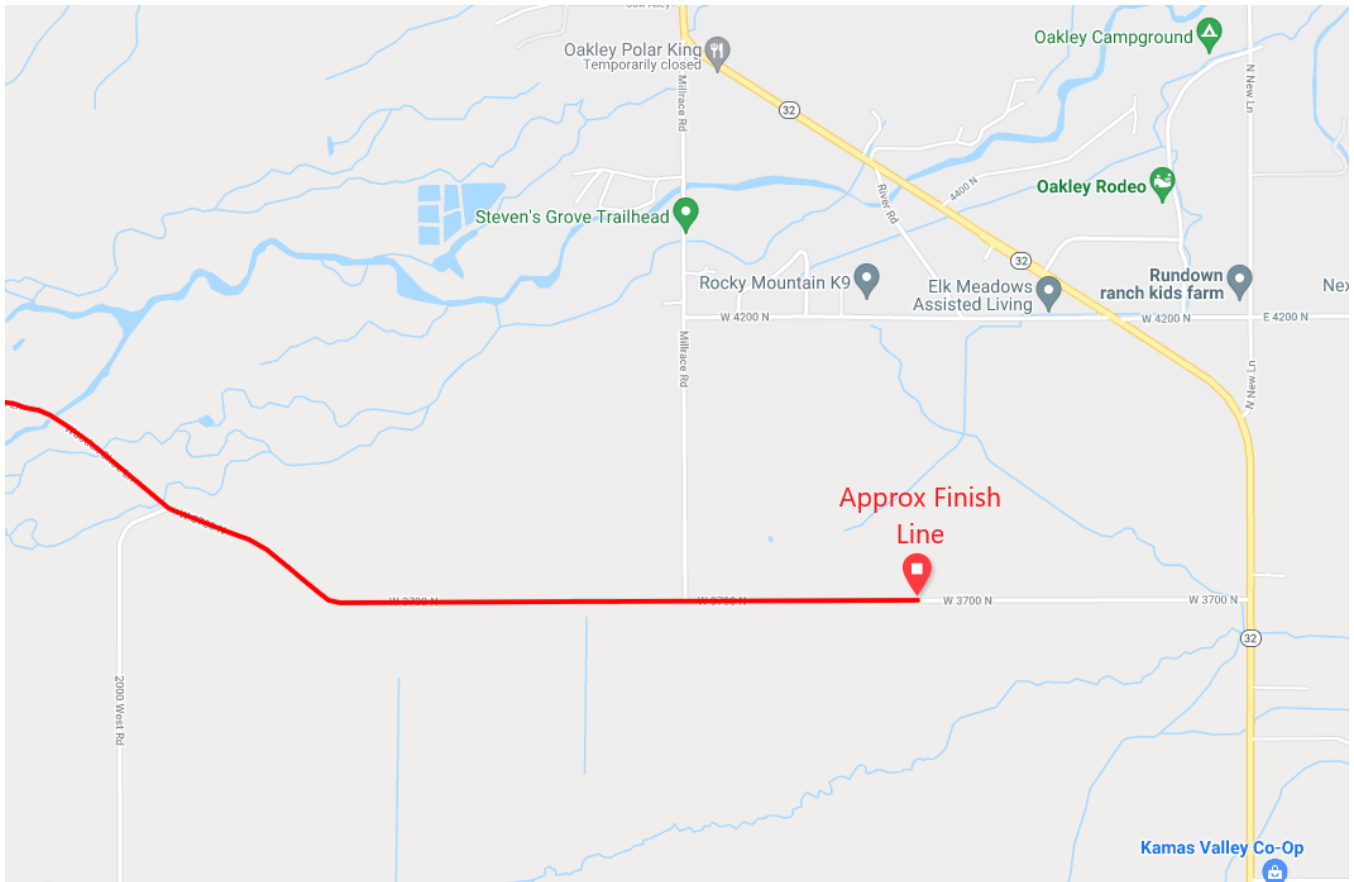
**TURN OFF HWY 32 IN PEOA IS WHERE ALL RACERS MUST RIDE ONLY WITH THEIR FIELD.**



The highway (SR-32) turns left/East in Peoa. This is a 90-degree turn. At this point, you will go straight off the highway and onto the country roads to finish away from stoplights, traffic and any other congestion. Stay on Wooden Shoe Lane as it curves to the left eventually straightening out into 3700 N. Once the road is straight it is a wide-open finish with plenty of run out room after the line.

# Finish Line

1:30pm – 5:30pm



The finish line is approximately 1 mile from where the road goes straight and turns into 3700 N. The exact location will depend on race day factors during setup. Look for 1k and other distance signs.

# Aid Stations & Support

The course will feature 5 aid stations. Aid stations will be placed at approximately Mile 40 (pull-out by Butterfly Lake), Mile 64, Mile 83 (Evanston), Mile 106 (end of dirt section) and Mile 129 (Coalville). Please use the Honey Bucket Portable Restrooms at the aid stations or a public restroom.

Aid Stations will only be open during the times listed below. Starting in earliest group, you must maintain the average pace (including stop time at aid stations and/or mechanicals) shown next to the aid station to make cut-off times. Plan your stops and carry extra bottle if you are at risk of missing an aid station.

Summit, Mile 40: 9:15am – 10:30am, 10mph

Evanston, Mile 83: 10:30am – 1:30pm, 13mph

End of Dirt, paved junction, Mile 106: 11:30am – 3:00pm, 16mph

Coalville, Mile 129: 12:30pm – 4:30pm, 16mph

Finish Line closes: 5:30pm, 15mph average over entire course with stops.

Aid stations will be stocked with the following:

- Hydration drink mix
- Water & ice
- Waffles, chews, and/or gels.
- Various food options that are not waffles, chews, or gels.

Please, please, please do NOT litter along the course. There will be garbage cans at each aid station. Carry any trash to the next aid station and discard it there.

# General Rules (and Common Sense) of the Road

- Helmets are required by all participants.
- This is an open course and will have some traffic although should be very minimal in most places. Center Line Rule is in effect. **DO NOT CROSS THE YELLOW LINE AT ANY TIME.** If no painted centerline marking is present riders must keep to the right side of the road at all times unless instructed by an official or officer.
- All riders must obey ALL traffic laws unless a police, deputy or highway patrol officer is located at intersection then follow the directions of the officer.
- Each rider will be given a bib number and it must be worn on the jersey above the pockets. Number placement instructions will be given at time of packet pick up or check-in.
- Do not cut, fold or alter numbers. It makes it hard for the cameras to read you at the finish line and you may not show up in the results if your number can't be read.
- No littering – Littering risk the event getting permit approvals and is low class.
- No public urination – Honey Buckets will be placed at each aid station and there are public restrooms at services stations in the towns.
- SAG: One SAG vehicle will be dedicated to follow the lead group of riders. Riders should be prepared with the tools and skills needed to change their own flat tires and make minor mechanical fixes.
- Broom wagon: A vehicle with a bike rack will trail the riders starting at 9:00 a.m. If riders are unable to finish the event, they may hop in the broom wagon and ride back to the finish line.
- Spare tubes: SAG vehicles will each be supplied with a floor pump, a supply of spare 700cc tubes with 80mm stems, and may have basic tools. If you need something different, bring it.
- Dirt Road: This is along the Yellow Creek/Chalk Creek area between Evanston and Coalville. Ride with caution. It is about 7 miles long.
- Time limit: All riders must be across the finish line after 10 hrs to be in the official results.
- Post-event meal will depend on Covid restrictions and limitations. It may include pizza, sandwiches, chips, drinks, fruits, etc.