


OTH 3 day a week plans - Plan Goals

	<p>Overall Goals for the Over The Hump plan</p>		
	<p>The goal for this training plan is to prepare you for the Over The Hump Race Series. It is designed to be used by any athlete, those coming off the couch or a experienced racer. By the end of the plan you will have the aerobic engine and lactate threshold power to compete in and – more important – have a great day while racing the Over the Hump races! The plan will start out with an aerobic focus and then add training sessions at and above your lactate threshold intensity. Power at lactate threshold is one of the most responsive aspects of endurance fitness, meaning a measurable improvement in this area is achievable during the span of this program and will have a noticeably positive effect on your performance! As you follow this plan, there are a few critical components you should keep in mind: 1. Follow the plan. 2. Be consistent (try to avoid skipping days) 3. Rest means rest, so take the day off of when the schedule calls for. Using a road or mountain bike is fine for training, but we encourage you to spend the weekend efforts on the mountain bike to get used to the handling at speed and comfort on the bike.</p>	 <p>trainright.com</p>	
	<p>If you have a power meter or heart-rate monitor, you'll use these tools to regulate your intensity throughout the month and train within prescribed ranges. If you neither a heart rate monitor nor a power meter, workout intensities are also provided using a 1-10 scale of perceived exertion (1 is coasting and 10 is the highest intensity you can maintain for the prescribed time period).</p>		
	<p>We are confident that this training plan will lead to success at Over The Hump, however you may find that the process of training and the healthy lifestyle associated with training can be just as rewarding as crossing the finish line of the races. Best wishes on training and enjoy the journey, as well as the destination.</p>		
	<p>Weekly Goals</p>		
<p>Week 1</p>	<p>Aerobic endurance is the main goal this week. Getting outside (or on the trainer) and just riding your bike is the focus! You have several weeks of training before the races start, but you won't be able to make it if you don't have an aerobic foundation first. The way to do that is to work the aerobic system this week so you can begin adapting to the workload you will encounter later in the training plan. First things first, a Field Test to see where your current fitness is.</p>		
<p>Week 2</p>	<p>By now, you have one week under your belt, and as you progress, the overall volume of riding will increase. This week will focus on the upper-end of your endurance range. Your Steady State intervals will be a little longer. Your goal this week is to continue to stay within your ranges. Do not overdo it while you are still in the aerobic phase of training. Make sure that your Endurance Miles are at an intensity you are able to comfortably sustain for the duration of the ride.</p>		

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Week 3	This week is where your aerobic phase will reach its peak. Don't be afraid to put in the time because you will be getting a Rest Week once you successfully complete this portion of your training. This week you will be stronger than next week we rest and go racing! Focus on completing the workouts, not how hard they will be.		
Week 4	First race week! View the first race as an extension of your training. You're going to BUILD fitness as the weeks and races progress. Many people aim to peak at the first race, which can be short sighted goal. This is also your Recovery Period! Your Recovery Miles should be painfully slow and your Rest Days should be truly rest days (not a gardening day or a house remodeling project).		
Week 5	This is the week we begin the harder interval work: Climbing Repeats and OverUnders. The energy system of focus is your lactate threshold. Working at this intensity will allow you to feel more at ease during the climbs and enable you to maintain a faster pace on the flats for the same perceived exertion. Week 5 will get you accustomed to training at this intensity and prepare you well for future workouts.		
Week 6	Your time on the bike increases as well as the time-at-intensity. Because you experienced CR in the previous week, you are now capable of handling more time at that intensity. The focus this week is to pace yourself well during the lactate threshold workouts and continue building on your overall training volume. This week will no doubt be more difficult than the week before, but we are confident you will make it.		
Week 7	Week 7, you are finishing up the accumulation of training load for this training program. This is the last big push that will propel you through the first part of the Over The Hump races. The overall training time for the week will be less than the week before, but time-at-intensity will increase. You're fine tuning your fitness for the rest of the season so don't lose focus.		
Week 8	The goal here is to give you a proper rest so you can finish the races strong! You have worked hard to get to this point so don't overdo your training. Reduction of volume is key for this week so by the time the weekend and next week comes, your legs will be fresh and ready to work.		

OTH 3 day a week plans - 3 days/week PLAN



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Plan Focus:		3 days a week plan for Over The Hump Races							
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Total (Hrs)
week 1		rest	Endurance Miles (EM)	rest	Endurance Miles (EM) + Field Test (FT)	rest	Endurance Miles (EM) + Steady State (SS)	rest	
April 17-23	Time (min)		75		90		120		4.75
					90 min; with 2x8 min FT efforts (rest as needed between)		2 Hours; with 4x8 min SS (4 min RBI)		
week 2		rest	Endurance Miles (EM)	rest	Power Intervals (PI)	rest	Endurance Miles (EM) + Steady State (SS)	rest	
April 24 - 30	Time (min)		75		90		120		4.75
					90 min; with 8x2 min PI, 2 min RBI		2 Hours; with 4x10 min SS (5 min RBI)		
week 3		rest	Endurance Miles (EM)	rest	Power Intervals (PI)	rest	Endurance Miles (EM) + Steady State (SS)	rest	
May 1 - 7	Time (min)		90		90		180		6.00
					90 min; with 5x3 min PI, 2 min RBI		3 Hours; with 4x10 min SS (4 min RBI)		
week 4		rest	OTH RACE	rest	Endurance Miles (EM)	rest	Endurance Miles (EM)	rest	
May 8 - 14	Time (min)		60		60		180		5.00
					Or weekly group ride				
week 5		rest	OTH RACE	rest	Endurance Miles (EM) + Climbing Repeats (CR)	rest	Endurance Miles (EM) + Over Unders (OU)	rest	

OTH 3 day a week plans - 3 days/week PLAN

May 15 - 21	Time (min)		60		75		180		5.25
					75 min; with 3x6 min CR (5 min RBI)		3 hours; with 3x9 min OU (2 U, 1 O), (5 min RBI)		
week 6		rest	OTH RACE	rest	Endurance Miles (EM) + Climbing Repeats (CR)	rest	Endurance Miles (EM)	rest	
May 22 - 28	Time (min)		60		75		210		5.75
					75 min; with 4x6 min CR (5 min RBI)				
week 7		rest	OTH RACE	rest	Over Under Intervals (OU)	rest	Endurance Miles (EM)	rest	
May 29 - June 4	Time (min)		60		75		180		5.25
					90 minutes total; include 4x9 (2U:1O) intervals (5 min rbi)				
week 8		rest	OTH RACE	Recovery Ride (RM)	rest	Recovery Ride (RM)	Over Under Intervals (OU)	rest	
June 5 - June 11	Time (min)		60	60		60	90		4.50
							90 minutes total; include 4x9 (2U:1O) intervals (5 min rbi)		

OTH 3 day a week plans - 3 days/week DAILY GOALS

Daily Goals	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
week 1	Resting today is important so you are fresh for tomorrow's work.	Today you are just going to ease into the plan. Starting with the basics, endurance miles. These are the bread and butter of any training plan. They are a time for aerobic development as well as good for skills like pedaling mechanics and cadence.	Enjoy the rest today. Plan your route for tomorrow's ride!	Field Test Day! Should be a super hard effort to see where your fitness is currently at. Please refer to the Field Test page attached. Make sure you find the right road, one where you can pedal hard uninterrupted for 8 minutes. When doing efforts stay focused on your power, relax your upper body, and control your breathing.	Enjoy the rest, you deserve it!	The goal for today, 40 minutes at Steady State, is great for developing your aerobic system in a short period of time. Find a road that is flat to rolling or slightly uphill. Keep constant pressure on the pedals. You might hold back a little on the climbs, and find yourself going harder than normal on the downhills in order to have smooth power output.	The goal is a long ride either Saturday or Sunday. If you need to flip your rest and long ride, that is okay.
week 2	Resting today is important so you are fresh for tomorrow's work.	Endurance miles aren't complicated, but take the ride seriously. Keep your cadence between 90 and 100. Focus on smooth and efficient pedaling.	Enjoy the rest after yesterday's hard workout.	These are HARD and will redline you for sure! Ride as hard as possible for each interval. Speed and power will decrease towards the end of each interval, but be sure to complete the time despite dropping power. Pushing hard to the end of each interval is where you reap the benefit of the session.	Enjoy the rest, you deserve it. Rest is an important part of getting faster, it allows your body to turn work into gains.	You aren't bumping up the mileage just yet, we have plenty of time left for that. But let's do something really fun today: 40 minutes of Steady State! Do the interval efforts in the first third of the ride so you are fresh, get some rest after each interval, then go into Endurance Miles.	If you have time to squeeze in a few endurance miles or you need a recovery ride, add it in.
week 3	You are going to get a rest week next week, so stay focused this week and do some great rides, but today you rest!	Today's goal is smooth power. You are at the point that you should be able to keep your power and heart rate in a tight range by pedaling at the same load uphill, on flat ground, in a headwind or tailwind.	Rest hard today! Use this time to cook dinner or catch up on a good book. Relax and get ready for a great workout tomorrow.	More Power Interval work. This not only tests you physically, but will help get your mind around the suffering you should feel during your races. Go get it!	Rest is really important today, rest up. Rest day doesn't mean filling your riding time with some other strenuous activity. Put your feet up and enjoy the rest.	Another day of big Endurance Miles and Steady State, but let's improve on it. Nail the work and rest ratios. Also, focus on nutrition. Steady State is hard enough that you are going to burn some serious calories per hour, but not hard enough that you can't practice eating and drinking a little bit.	Yesterday was tough and you are probably tired today, next week is a race and rest week.




OTH 3 day a week plans - 3 days/week DAILY GOALS

Daily Goals	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
week 4	RACE WEEK!! If you rested well Sunday and Monday, you should be ready to rip it up Tuesday! Remember, this is an 8 week race plan, and you're going to be building fitness and getting faster as the races progress. Use this first race as a solid test and focus on your handling! Besides the race, this week is a rest week, you earned it. Take the rest seriously. You have to rest in order to see the gains from all of your hard work the past three weeks. Sometimes taking the whole day off does your body and mind good, enjoy it.	RACE DAY!	Rest, rest, rest!	Do something different. If there is a fun or social group ride, even if it isn't your regular crowd, go make some new friends. Group rides are also great for learning pack skills you will need for your event.	One more rest day. This one is important. You might be fully recovered from last week, but we also want you to be fresh going into tomorrow's long ride.	Long endurance miles today, let it rip! Focus on your hydration and nutrition. Challenge yourself and your bike handling! This is going to be a long ride, you are going to need to drink at least 4 water bottles, more if it is hot. Plan a route where you know you will be able to refill your bottles. Remember your nutrition, too. Aim to consume 200-300 calories of food an hour from mostly carbohydrate, or if you're using a power meter replenish 20-30% of your hourly kilojoule count.	Awesome job this week. Enjoy today's rest.
week 5	Rest today, so you are fresh for tomorrow.	Race week 2! With the rest from last week, you should be feeling fresher and you can expect to see your hard work starting to pay off. Check into our CTS Tent for strategy and nutrition/hydration plans.	Today is a rest day, tomorrow is going to be hard, so rest up so you are fresh.	Climbing Repeats are hard. You can achieve the required intensity level even if you don't have any hills nearby. Do them on a false flat uphill, or into a head wind. But the power that is the most important part.	Rest today, you know you earned it. Plan out tomorrow's ride so you can do endurance miles and the intervals.	OverUnders are tough! Read up on how to do them. The timing is very important, so run over it ahead of time and make a cheat sheet if you need to. Be sure to go into these fresh and motivated. If you don't do it perfectly this time that is okay, but push yourself and go hard. Finish the ride with smooth Endurance Miles.	If you have time to squeeze in a few Endurance Miles or you need a recovery ride, add it in.
week 6	Rest, rest, rest. You earned and deserve it.	Race Day! Adjust your pacing from last week if you need to. The goal is to be focus on being smooth, controlled, and powerful.	Rest day. The further you get into the training program, the more important these rest days become.	Another set of the intervals you did last week. You can do a perfect set. Focus on smooth and steady power, stay right in zone. Steady State, Climbing Repeat, Repeat!	Rest up, tomorrow is a big one! Do some recon of the route, where are the aid stations, how far apart are they, how will you use that for your nutrition strategy?	Nothing fancy, just a long, hard mountain bike ride. This is a really good test of your training so far. It is also the last time you should make any changes to your nutrition plan. Go into today with a strategy that you think will work, and give it the final test.	Congratulations on yesterdays ride, very good work. If you have time for a short recovery ride today, add it in.



OTH 3 day a week plans - 3 days/week DAILY GOALS

Daily Goals								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
week 7	Great job last week, enjoy today's rest.	Race Day! You should have a routine for these races by now. What to eat, when to eat it, when to show up to race, register, pre ride, etc. Stop by our CTS Tent for tips and pointers!	Rest day. Be sure to stay hydrated during a rest day. Not training today doesn't mean you should stop hydrating.	Do it! These make you strong!	Rest day today, take the time to think about how far you've come!	Saddle time. Work on challenging trails and skills. Eat and drink regularly, refill your bottles as necessary.	Nice job finishing off another solid week of riding. Enjoy the rest today.	
week 8	Rest today.	Go get it this week! After this race, you have one left in this series. Make these last two count. Chances are the people you're racing have leveled off and aren't getting fitter, but with your work you should be moving up. Go get it and have fun!	Recovery miles have never been so sweet. Spin out your legs, take it nice and easy.	Changing up the rest days this week heading into the last week of racing. Stay on target.	Recovery miles have never been so sweet. Spin out your legs, take it nice and easy.	Whether you loved or hated these, this is your last set. Give it everything today. Try to bump up the power or heart rate.	You are free to do whatever you want! Next week is the last week in the OTH races, let it all hang out and have fun! Then, start training for the next one?	

OTH 3 day a week plans - Field Test

<p>Completing the CTS Field Test</p>			
<p>The field test itself is two 8-minute efforts, but it's important to be properly fueled and warmed up before beginning the first time trial. When you get on the bike, you'll need time to complete the warm-up, the field test, and a good cool-down, so budget a total of an hour for the entire field test workout. Start with 10 minutes of easy- to moderate-intensity riding and then complete the following warm-up routine.</p>			
<p>–Pre–Field Test Warm-up–</p>			
<p><i>1 minute FastPedal (in a light gear, bring your cadence up as high as you can without bouncing in the saddle)</i></p>			
<p><i>1 minute easy spinning recovery</i></p>			
<p><i>2 minutes FastPedal</i></p>			
<p><i>1 minute easy spinning recovery</i></p>			
<p><i>1 minute PowerInterval (maximum-intensity interval at 90 to 95 rpm; bring the intensity up gradually over the first 30 seconds and hold that effort level through the end of the interval)</i></p>			
<p><i>2 minutes easy spinning recovery</i></p>			
<p><i>1 minute PowerInterval</i></p>			
<p><i>4 minutes easy spinning recovery</i></p>			
<p><i>Begin CTS Field Test</i></p>			
<p>CTS Field Test Instructions</p>			
<p>When performing the CTS Field Test, collect the following data:</p>			
<p>Average heart rate for each effort</p>			
<p>Max heart rate for each effort</p>			
<p>Average power for each effort</p>			
<p>Average cadence for each effort</p>			
<p>Weather conditions (warm vs. cold, windy vs. calm, etc.)</p>			
<p>Course conditions (indoors vs. outdoors, flat or hilly, point-to-point vs. out-and-back, etc.)</p>			
<p>Rating of Perceived Exertion (RPE) for each effort (how hard you felt you were working)</p>			
<p>Step 1: Find a Suitable Course</p>			
<p>The CTS Field Test can be completed on an indoor trainer, which offers the ultimate in controlling conditions, but we have found that many athletes achieve higher power outputs in outdoor tests. We don't believe this is due to any inherent problem with indoor trainers, but rather that the sensations of speed and wind outdoors help motivate some athletes to perform better tests outside. The difference tends to be minor, however, so there is no need for a conversion factor between a field test completed indoors and one completed outdoors. If you're completing the test outside on the road, try to find a relatively flat course or one that is a consistent climb of no more than about a 5 to 6 percent grade. A course that contains rolling hills or a significant descent is not going to produce a good test. Likewise, a test performed on a steep climb is problematic because you end up in a situation where you're just doing whatever you need to in order to keep the pedals turning over; the terrain ends up dictating your effort more than you do. Above all, find a course that's safe and allows you to complete the 8-minute efforts without having to stop for stop signs, traffic lights, etc. For the sake of being able to compare one effort with the other, and one test with another, complete the test in weather conditions that are reasonably common for your area (not on a particularly hot or cold or windy day). You should also use the recovery time between efforts to return to your original starting point so you can complete the second effort over the same section of road.</p>			

OTH 3 day a week plans - Field Test

<p>Step 2: Begin Your First Effort</p>			
<p>Ideally, begin the effort from a standing start. Slow to almost a complete stop and rotate your cranks around so your dominant leg's crankarm is at the two o'clock position so you can take advantage of your body weight on the first power stroke. Your gear selection should allow a fast, stable start, not so small that you spin the gear out before you are able to sit down, and not so large you can barely get it moving. As you gain speed, but before you spin out your starting gear, shift up one gear and accelerate until you have reached a cadence of 90 to 100 rpm. Shift again and increase your cadence to 90 to 100 and then sit and select the gear you're going to use to maintain a high power output at 90 to 100 rpm. Resist the urge to start too fast; you should reach your top speed about 45 to 60 seconds after you start, not before.</p>			
<p>Step 3: Find Your Pace and Gear</p>			
<p>Keep accelerating and shifting until you reach a speed you feel you can barely maintain for the length of the effort. We don't want you to hold back or think about the second effort that is still to come. Focus entirely on completing this effort at the highest power output you possibly can. Avoid the temptation to mash big gears. Pushing a bigger gear at a lower cadence may feel more powerful for a little while, but your leg muscles will fatigue quickly, and your power output will drop precipitously before the end of the effort. Try to maintain a cadence above 90 rpm on flat ground or an indoor trainer, and above 85 rpm if you're completing the test on a climb. The effort will be challenging from this point on, but do your best to keep breathing deeply. If you're hyperventilating (panting uncontrollably) during the first half of the effort, you started too fast.</p>			
<p>Step 4: Stay on It</p>			
<p>Every pedal stroke counts, so it's important to force the pace all the way through the end of the effort. Again, don't think about the second effort; just live for the one you're doing now. When you get to the final minute of the time trial, really open the throttle. You can do anything for 1 minute. Don't let up at 7:30 or even 7:55. Push all the way through to 8:00.</p>			
<p>Step 5: Recover and Prepare for Effort No. 2</p>			
<p>When you reach the end of Effort No. 1, you should be completely drained. But don't stop pedaling. Shift into an easy gear and keep turning the pedals over. Active recovery spinning helps your body circulate oxygenated blood to your tired muscles and flush away waste products. In the first minute of this recovery period, you may feel there's no way you can possibly repeat the effort you just completed, but you can if you spend these 10 minutes wisely. Take a drink of water, sit up with your hands on the tops of the bars, and relax as you spin. If you're completing the test outdoors, return to the same starting point you used for the first effort. If it takes you a little more than 10 minutes to get back there, that's OK. It's more important for the efforts to be completed over the same stretch of road than for the recovery time to be exactly 10 minutes.</p>			
<p>Step 6: Complete Effort No. 2</p>			
<p>Just as you did at the beginning of Effort No. 1, slow until you're nearly standing still and use your gears and cadence to accelerate to your top speed over the first 45 to 60 seconds of the effort. If you're using a power meter, avoid the temptation to pace your effort based on the average power output from your first effort. There's a good chance your second effort will result in a higher power output, but the only way you'll know that is if you give it everything you have.</p>			
<p>Step 7: Cool Down; Record Your Data</p>			
<p>Once you finish Effort No. 2, you're done with the CTS Field Test. All that's left is to cool down with some easy spinning for 15 to 30 minutes (or however long it takes to get home). When you get off the bike, make sure to consume carbohydrates and fluids.</p>			
<p>Step 8: Use the HR - Power Ranges percentage chart to calculate your results.</p>			



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OTH 3 day a week plans - HR - Power Ranges

These ranges are displayed as percentages of your average Field Test Power and HR

	Rate of Perceived Exertion (RPE)	Low Heart Rate (bpm)	High Heart Rate (bpm)		Low Power (watts)	High Power (watts)
Recovery Miles	5	50	70		30	50
Endurance Miles	6	50	91		45	75
Tempo	7	88	90		80	85
Steady State	8	92	94		86	90
Climbing Repeat	9	95	97		95	100
Power Intervals	10 +	Max Effort	Max Effort		101	250



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OTH 3 day a week plans - Workout Detail

CTS Cycling Workouts

Over the years CTS has developed an extensive list of workouts for improving cycling performance. The selected workouts included here are featured in the Strava training programs. Power and heart rate training intensities are included for every workout and are based on your CTS Field Test. Rating of Perceived Exertion (RPE) is also included for each workout, using the 1 to 10 scale where 10 is a maximal effort.

Note on Combinations

When a combination workout calls for "60 min. EM with 3x8 min. SS," that 60 minutes is your total ride time. Your warm-up, SteadyState Intervals, recovery periods between intervals, and cool-down are all to be included within that 60 minutes.

Fast Pedal (FP)

This workout should be performed on a relatively flat section of road. The gearing should be light, with low pedal resistance. Begin slowly working up your pedal speed, starting out with around 15 to 16 pedal revolutions per 10-second count. This equates to a cadence of 90 to 96 rpm. While staying in the saddle, increase your pedal speed, keeping your hips smooth, with no rocking. Concentrate on pulling through the bottom of the pedal stroke and pushing over the top. After 1 minute of FP, you should be maintaining 18 to 20 pedal revolutions per 10-second count, or a cadence of 108 to 120 rpm for the entire time prescribed for the workout. Your heart rate (HR) will climb while doing this workout, but don't use it to judge your training intensity. It is important that you try to ride the entire length of the FP workout with as few interruptions as possible, because it should consist of consecutive riding at the prescribed training intensity.

Endurance Miles (EM)

This is your moderate-paced endurance intensity. The point is to stay at an intensity below lactate threshold for the vast majority of any time you're riding at EM pace. The heart rate and power ranges for this intensity are very wide to allow for widely varying conditions. It is OK for your power to dip on descents or in tailwinds, just as it is expected that your power will increase when you climb small hills. One mistake some riders make is to stay at the high end of their EM range for their entire ride. As you'll see from the intensity ranges for Tempo workouts, the upper end of EM overlaps with Tempo. If you constantly ride in your Tempo range instead of using that as a distinct interval intensity, you may not have the power to complete high-quality intervals when the time comes. You're better off keeping your power and/or heart rate in the middle portion of your EM range and allowing it to fluctuate up and down from there as the terrain and wind dictate. Use your gearing as you hit the hills to remain in the saddle as you climb. Expect to keep your pedal speed up into the 85 to 95 rpm range.

Tempo (T)

Tempo is an excellent workout for developing aerobic power and endurance. The intensity is well below lactate threshold, but hard enough that you are generating a significant amount of lactate and forcing your body to process it. The intervals are long (15 minutes minimum, and they can be as long as 2 hours for pros), and your gearing should be relatively large so your cadence comes down to about 70 to 75 rpm. This helps increase pedal resistance and strengthens leg muscles. Also, try to stay in the saddle when you hit hills during your T workouts. It is important that you try to ride the entire length of the T workout with as few interruptions as possible—T workouts should consist of consecutive riding at the prescribed intensity to achieve maximum benefit.

Steady State Intervals (SS)

These intervals are great for increasing a cyclist's maximum sustainable power because the intensity is below lactate threshold but close to it. As you accumulate time at this intensity, you are forcing your body to deal with a lot of lactate for a relatively prolonged period of time. SS Intervals are best performed on flat roads or small, rolling hills. If you end up doing them on a sustained climb, you should really bump the intensity up to ClimbingRepeat range, which reflects the grade's added contribution to your effort. Do your best to complete these intervals without interruptions from stoplights and so on, and maintain a cadence of 85 to 95 rpm. Maintaining the training zone intensity is the most important factor, not pedal cadence. SS Intervals are meant to be slightly below your individual time trial pace, so don't make the mistake of riding at your time trial pace during them. Recovery time between SS Intervals is typically about half the length of the interval itself.

Climbing Repeats (CR)

This workout should be performed on a road with a long steady climb. The training intensity is designed to be similar to that of a SS Interval but reflect the additional workload necessary to ride uphill. The intensity is around your lactate threshold power and/or heart rate, and it is critical that you maintain this intensity for the length of the CR. Pedal cadence for CR intervals while climbing should be 70 to 85 rpm. Maintaining the training intensity is the most important factor, not pedal cadence. It is very important to avoid interruptions while doing these intervals. Recovery time between intervals is typically about half the length of the interval itself.



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OTH 3 day a week plans - Workout Detail

<p>Power Intervals (PI)</p> <p>Try to reach and maintain as high a power output as possible for the duration of these intervals. Ideally, these efforts should look like flat plateaus when you view your power files. Take the first 30 to 45 seconds to gradually bring your power up and then hold on for the rest of the interval. The point here is to accumulate as much time as possible at a relatively constant and extremely high output. These intervals are maximal efforts and can be performed on any terrain except sustained descents. Your gearing should be moderate so you can maintain a relatively high pedal cadence (100 rpm or higher is best).</p> <p>The rest periods between PIs are purposely too short to provide complete recovery, and completing subsequent intervals in a partially recovered state is a key part of what makes these efforts effective. Typically, recovery times are equal to the interval work time, which is sometimes referred to as a 1:1 work-to-recovery ratio.</p> <p>Note: Aim for your intervals to be well above 101 percent of your field test power. Many athletes will consistently hit 110–130 percent of field test power, and some may go higher. The 101 percent level marks the bare minimum. If you can't consistently exceed this level, you're too tired to complete an effective PI workout.</p>		
<p>OverUnder Intervals (OU)</p> <p>OverUnder Intervals are a more advanced form of SS Intervals. The “Under” intensity is your SS range, and the “Over” intensity is your CR range. By alternating between these two intensity levels during a sustained interval, you develop the “agility” to handle changes in pace during hard, sustained efforts. More specifically, the harder surges within the interval generate more lactate in your muscles, and then you force your body to process this lactate while you're still riding at a relatively high intensity. This workout can be performed on a flat road, rolling hills, or a sustained climb that's relatively gradual (3 to 6 percent grade). It is difficult to accomplish this workout on a steep climb, because the pitch often makes it difficult to control your effort level. Your gearing should be moderate, and pedal cadence should be high (90 rpm or higher) if you're riding on flat ground or small rollers. Pedal cadence should be above 85 rpm if you're completing the intervals on a gradual climb.</p> <p>To complete the interval, bring your intensity up to your SS range during the first 45 to 60 seconds. Maintain this heart rate intensity for the prescribed Under time and then increase your intensity to your Over intensity for the prescribed time. At the end of this Over time, return to your Under intensity range and continue riding at this level of effort until it's once again time to return to your Over intensity. Continue alternating this way until the end of the interval.</p> <p>OverUnder Intervals always end with a period at Over intensity. Recovery periods between intervals are typically about half the length of the work interval. Note: A more advanced version of this interval would alternate between SS and PI intensities instead of SS and CR intensities.</p> <p>Note: In the training programs, the parameters of the OU intervals are written as: 3x12 OU (2U, 1O), 5 minutes RBI. This should be read as follows: Three intervals of 12 minutes. During the 12-minute intervals, the first 2 minutes should be at your Under intensity (2U). After two minutes, accelerate to your Over intensity for one minute (1O), before returning to your Under Intensity for another two minutes. Continue alternating in this manner – in this example you'd complete 4 cycles of Under and Over – until the end of the interval. Spin easy for 5 minutes and start the next interval.</p>		
<p>Speed Intervals</p> <p>This workout should be performed on a relatively flat section road, ideally with a slight tailwind to enhance your top speed during the efforts. The gearing should be moderate but pedal cadence must be high (110 or higher). Speed, power and accelerations are the key elements, not heart rate. This workout generates high levels of lactate, and this develops lactate tolerance and trains your body to dissipate and process lactate. Normally, individual efforts in these intervals will be one minute or less, but the recovery periods between efforts will be very short as well. If you have to, shift into a lighter gear to maintain the cadence, but don't let the intensity of the interval drop. With a high cadence, you will train your body's adaptation to high-speed efforts. Recovery between intervals is easy spinning.</p>		
<p>Stomps</p> <p>This workout should be performed on a relatively flat section of road. The gearing should be large, 53-12 or 50x11 (depending on your level of physical development). The effort should begin at a moderate speed (typically about 15mph), then while seated in the saddle begin STOMPING the pedals as hard as possible! Concentrate on pulling through the bottom of the pedal stroke and smoothly stomping down during the down stroke. Keep your upper body as still as possible and let your legs drive the pedals. Your hands can be on the tops, brake hoods, or the drops. The Stomps should last 15-20 seconds, with at least 5 minutes recovery between efforts. This is a muscular workout and heart rate may not have time to respond.</p>		
<p>Descending Intervals</p> <p>This workout should be performed on a relatively flat section of road. The gearing should be moderate but pedal cadence must be high (110 or higher) during each interval. Attack each interval as hard as possible. Jump out of the saddle as you begin the interval and build speed as the interval continues. If you have to, shift into a lighter gear to maintain the cadence, but don't let the intensity of the interval drop. With a high cadence, your heart rate will remain extremely high and you will train your muscles for high power and repeatability. Recovery between intervals is easy spinning. Recovery time between efforts is limited so that you will never fully recover between intervals. Heart rate intensity is not prescribed because the interval is a maximal effort.</p>		

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<p>Descending Intervals are structured like a ladder with a series of efforts that get progressively shorter. You'll complete a maximal effort, take a short recovery period, then start another maximal effort that is shorter than the one before it. Recovery periods are always equal to the duration of the preceding effort. Here's an example of a DI workout:</p>		
<p>The following DI workout is only an example of how a DI workout is structured.</p>		
<p>One set consists of the following efforts:</p>		
<ul style="list-style-type: none"> · 90 seconds maximal effort followed by 90 seconds recovery spinning 		
<ul style="list-style-type: none"> · 75 seconds maximal effort followed by 75 seconds recovery spinning 		
<ul style="list-style-type: none"> · 60 seconds maximal effort followed by 60 seconds recovery spinning 		
<ul style="list-style-type: none"> · 45 seconds maximal effort followed by 45 seconds recovery spinning 		
<ul style="list-style-type: none"> 30 seconds maximal effort followed by 30 seconds recovery spinning 		
<p>High Speed Sprints</p>		
<p>High Speed Sprints develop your top end power and speed. This type of sprinting improves your maximum peak power. Since it is performed slightly downhill at high speed and pedal cadence, the power demands will be huge due to the aerodynamic drag associated with beginning sprints at high speed.</p>		
<p>Sprints are always performed at 100% maximum output. On a slight downhill, you should be rolling along at a high speed (25+mph depending on your stage of development) in a large gear. Jump out of the saddle, and accelerate. Upon reaching top speed, return to the saddle and focus on holding your top speed the entire length of the sprint interval. Maintain good form, and focus on maintaining high pedal speed in a smooth and efficient form for the entire sprint. These sprints should be 8-12 seconds in length, and full recovery between sprints is very important to allow for rebuilding of ATP in the muscles and to ensure a quality sprint workout. Pedal cadence is high for these sprints, 110+ RPM.</p>		
<p>Sprints</p>		
<p>Sprinting improves the effectiveness of your fast-twitch muscle fibers and improves your body's ability to use the high-energy adenosine triphosphate (ATP) stored in your muscle tissues.</p>		
<p>Sprints are always performed at 100% maximum output. On flat terrain, you should be rolling along at a moderate speed (15-20mph depending on your stage of development) in a gear you can accelerate quickly (don't overgear). Jump out of the saddle, accelerating up to your top sustainable speed, then return to the saddle, focusing on maintaining high pedal speed with smooth and efficient form for the entire sprint. These sprints should be 30-60 seconds in length. Full recovery between sprints is very important to allow for rebuilding of ATP in the muscles and to ensure a quality sprint workout.</p>		