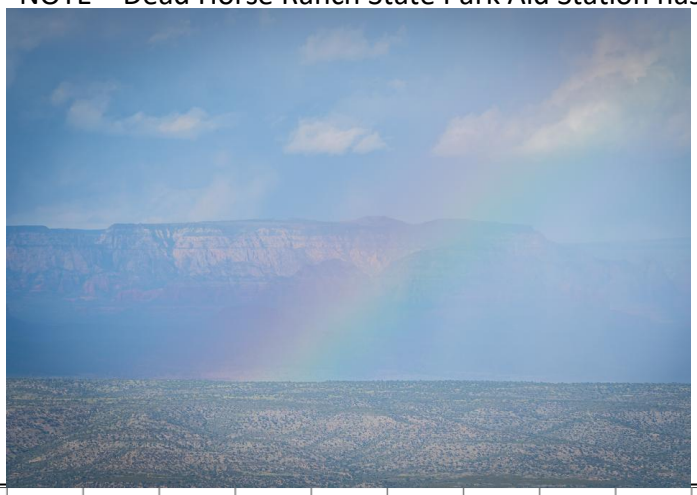
Sedona Canyons 125

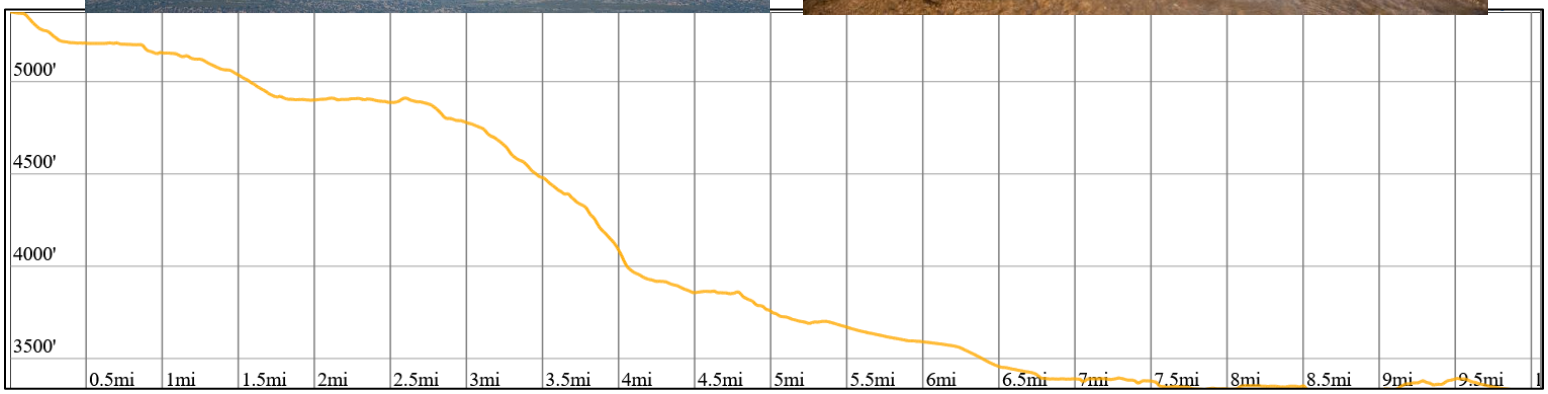
Section by Section Course Description

This document contains Section by Section descriptions for the Sedona Canyons 125 distance only. See the website for Section by Section descriptions for the other distances.

Updated 1/10/26
This document will not be updated with course changes within 1 month of the event.

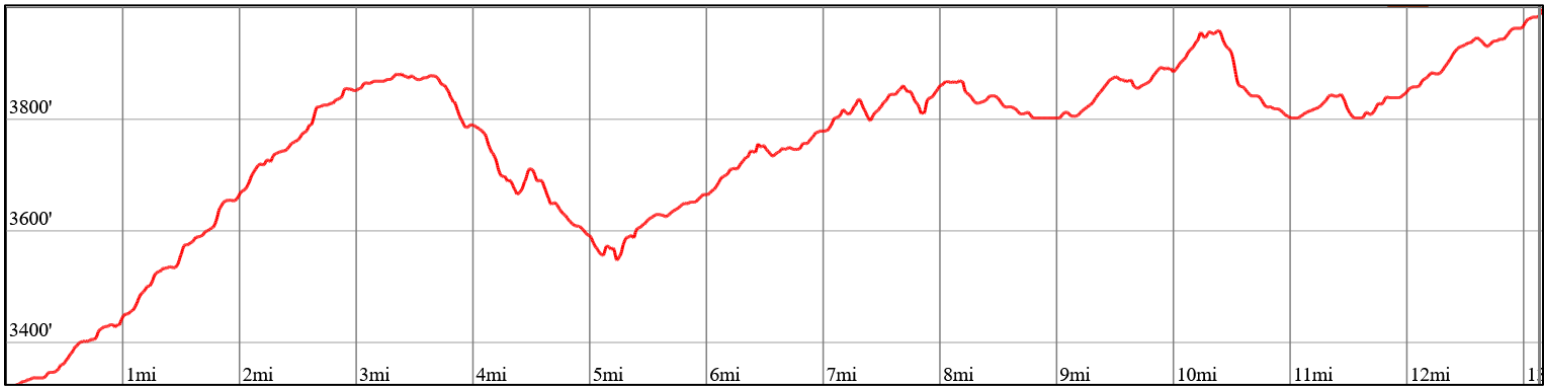
Gold King Mine Ghost Town Start Line (0.0) to Dead Horse Aid Station (10.2) (10.2 miles w/ +358’ & -2,414’)
Leave the start line and hang a hard right to take you out to Jerome-Perkinsville Rd where you will join with the 250 and 80 mile distance runners. The course takes a few turns through the heart of beautiful Jerome and once you drop down to the bottom of town, do NOT follow the 250 runners into the Jerome Aid Station, your course bypasses this aid station. Continue on surface streets for 1.5 miles and then pass through a gate (**BE SURE TO CLOSE IT BEHIND YOU)** to access a steep loose rough beat-up dirt road that’ll drop you down 1,000’ in the next mile. Go through two more gates (you know the drill) and hang a right on a dirt road for a gentle downhill grade for ¾ of a mile. At this point continue straight down a dirt driveway, DO NOT take the switchback to continue up the dirt road. We pass through some private property to access the Bitter Creek Wash. Use a faint trail on the right to climb out of the wash, cross the street, and turn left on Main Street which will take you straight past Clarkdale’s main square. At mile 6.5 take the left road fork to stay on Main Street and then turn right on an old railroad grade turned cinder path. . This path will turn to single-track and then drop you down alongside the Verde River. A strange right turn under the Tuzigoot bridge crawls you up under the underpass. Come out on the other side of the bridge, scramble up the embankment and then you’ll pass through a gate (yes…close it), follow the single-track, and another gate (yep…you know what to do) and then for a special treat, wade across the Verde River. Enjoy the cool knee-deep water. There’s no keeping your feet dry here (Merino Wool socks are highly recommended). There is something magical about a clear river oasis in the desert. Step out of the river and turn right through a corridor of Cottonwoods and lush green grasses. Look up to see the ancient Tuzigoot pueblo perched on the cliffs above and follow the twists and turns of the single-track and double-track maze into Dead Horse State Park and the welcoming arms of our aid station volunteers.
NOTE – Dead Horse Ranch State Park Aid Station has NO drop bags and NO CREW ACCESS for the 125 distance.





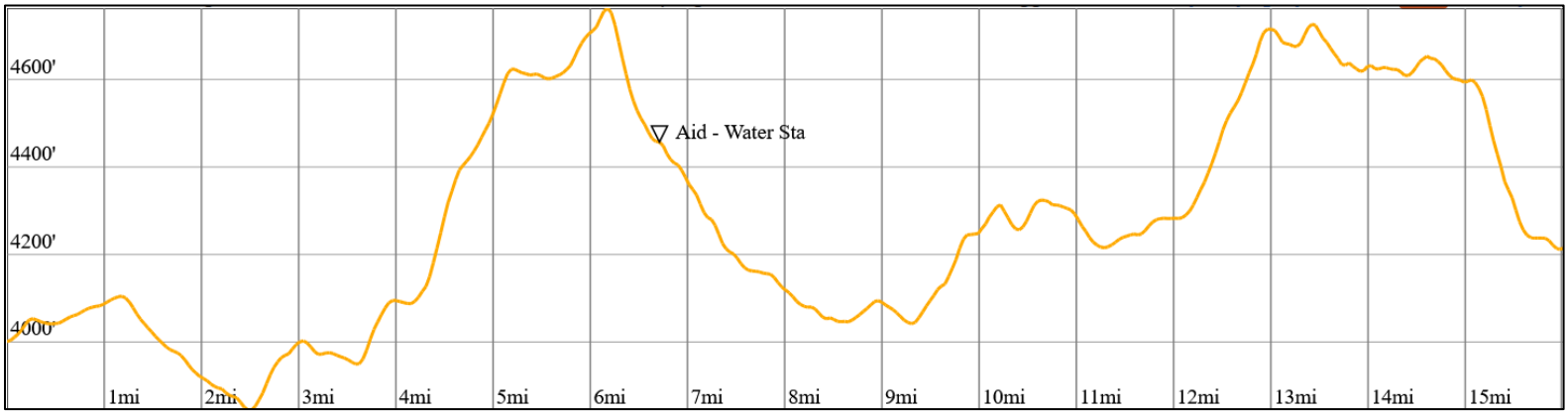
Dead Horse Ranch Aid Station (10.2) to Deer Pass Aid Station (24.2) (14.0 miles w/ +1,651' & -971')
Leave the Dead Horse Aid Station through a few trail and road intersections before jumping onto the Lower Raptor trail. The next 4 miles goes through Arizona Primrose habitat, an endangered species of plant. The land managers have requested this to be a NO PASSING ZONE in order to keep our traffic to the center of the trail. This trail is chunky, good single-track but lots of baby head sized rocks that are probably going to be driving you crazy. Hang a right on Thumper and enjoy a fun flowy descent to the Lime Kiln trail. Turn left on to the Limn Kiln Trail (end of the no passing zone). Lime Kiln will take you all the way to the Deer Pass Aid Station and it is your start of a 35 mile stretch of near continuous high quality single-track. Views go from great to amazing to bonkers as each crest feeds you more of the red rock vistas to come in Sedona. Pay attention near mile 21 as you pop onto a dirt road and make a couple of quick turns before crossing through a pipe culvert under Hwy89A and continue on to Deer Pass Aid Station.

NOTE – You might want to give some time for your feet to dry out at Dead Horse Aid Station after crossing the Verde. The trail surface from Dead Horse to Sedona can be super fine dust, so pay attention to footcare. Deer Pass aid station has drop bags but NO CREW ACCESS.



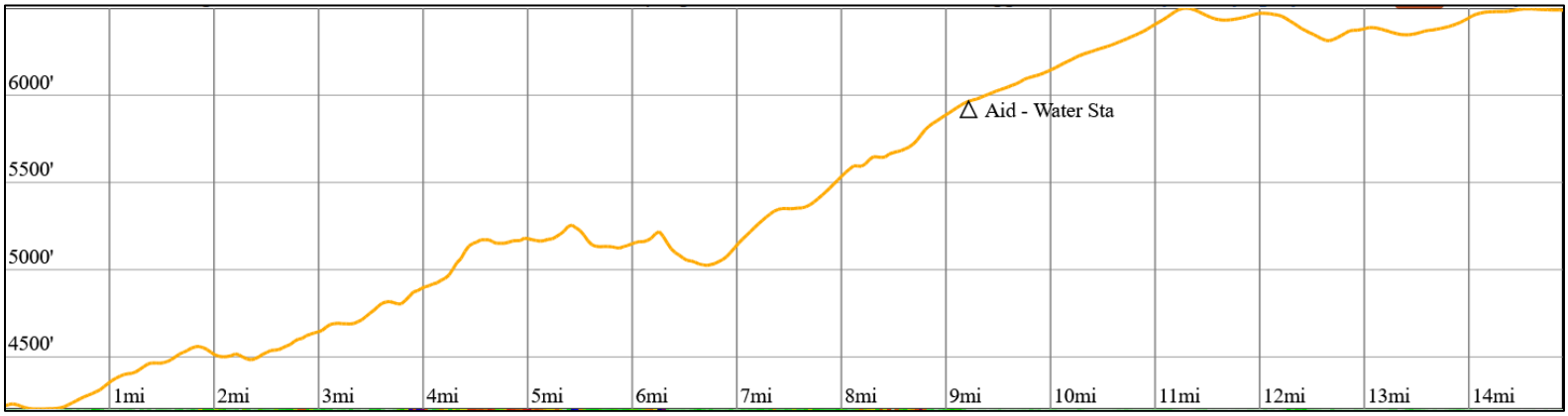
Deer Pass Aid Station (24.2) to Sedona Ranger Station (40.3) (16.1 miles w/ +2,641' & -2,423')
Time for some magic. This section may be our staff pick for favorite of the entire course. The single-track is world class and the views are mind boggling. Continue on Lime Kiln Trail. The trail quickly crosses Deer Pass Road and then crosses through a gate. Pay close attention for the next 4 miles as the trail turns a few times and jumps on and off dirt roads. Around mile 28 you will cross a paved road (Red Rock Loop Rd) and then make a left onto Schuerman Mountain Trail. Near mile 31, be prepared to work your way right (east) around Red Rock High School, hit the much needed water station, cross another paved road (Red Rock Loop Rd again), and then back onto single-track. Get prepared for lots of turns at single-track junctions and have your phone out for navigation. But don't forget to look up every once in a while as the views, especially of Cathedral Rock from the Ridge Trail…holy cow! Just past mile 36 keep your eyes peeled for a junction where the 250Milers turn left and you and the Mingus Traverse distance go right onto the Airport Loop trail. This trail is aptly named because it does a loop around the airport. You'll work your way around the airport south and then east for some of the most incredible views you will see in any running race. The trail here is very chunky through, so don't look too long. Drop down off of Airport Mesa via the Brewer Trail which spits you out onto Brewer Road where you'll turn left and then right into the Sedona Ranger Station Aid Station. This location is also the finish line for the Mingus Traverse distance.

NOTES – This section is amazingly beautiful. It can also be brutally hot in the heat of the day. There is a water station at mile 30.9. The Sedona Ranger Station Aid Station has crew access and drop bags. THE 250 MILERS HAVE A DIFFERENT AID STATION IN SEDONA FROM THE 125, THEIR AID STATION IS THE SEDONA POSSE GROUNDS AID STATION.



Sedona Ranger Station Aid (40.3) to Schnebly Hill Aid Station (55.2) (14.9 miles w/ +3,566’ & -1,298’)
Did we say the last section was our favorite? Scratch that, this section is even better! Leave the aid station and quickly turn right on Ranger Rd where you join back with the 250Milers. The new Tlaquepaque underpass drops you under AZ179 and alongside Oak Creek before looping you around and up Schnebly Hill Road where you will continue for a ½ mile before turning left onto the Huckaby-Schnebly Connector trail. Now you get back to some Sedona single-track bliss. You’ll turn left onto Huckaby, continue on Munds Wagon Trail, and then take a hard left onto the Hangover Trail. Consider Hangover the crown jewel of Sedona single-track. The trail snakes through the Painted Dome, Teapot, and Merry Go-Round red rock spires and will probably make you cry for the beauty. You’ll see. The trail eventually spits you back out onto Schnebly Hill Road where another mile of climbing brings you to a water station at mile 49.6. Turn around and bid farewell to the Verde Valley. You are now on the Coconino Plateau, part of the Mogollon Rim, land of the Ponderosa Pines. You’ll be on this dirt road for a long time. Good time for headphones to get yourself in the zone and keep truck’in. Pretty soon, a right turn brings you into the Schnebly Hill Aid Station.

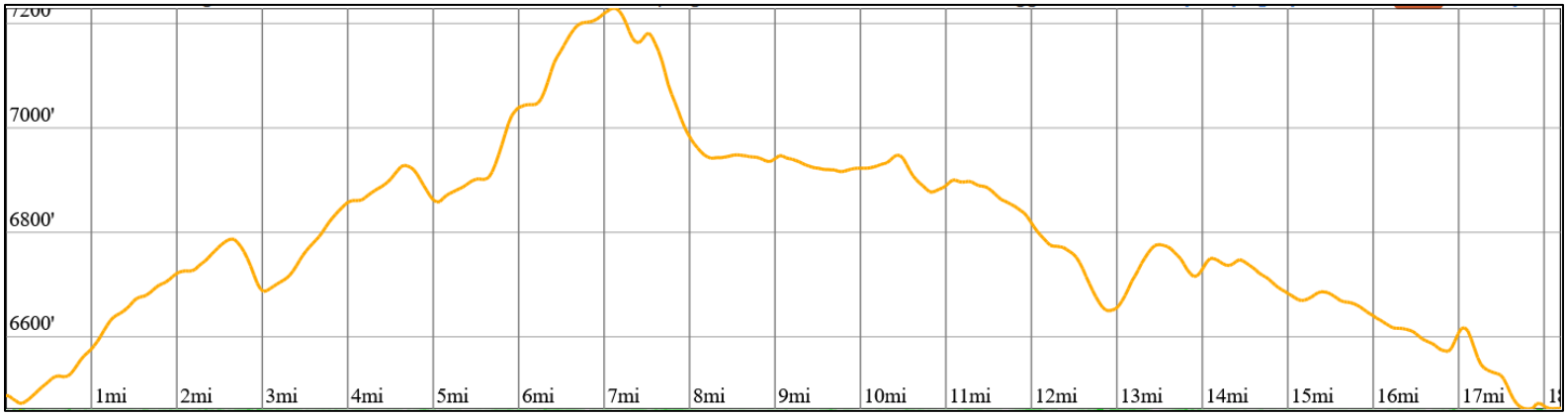
NOTES – **GEAR CHECK mandatory for all runners leaving Sedona Ranger Station**. If you do not have the Required Gear + Cold Weather Gear, you will not be able to leave Sedona. Poles are a great idea for the big climb up Schnebly Hill. Be ready for a drastic temperature swing from daytime in Sedona to nighttime on the Coconino Plateau. At the Schnebly Hill Aid Station you will have access to crew and drop bags.



Schnebly Hill Aid Station (55.2) to Munds Park Aid Station (73.4) (18.2 miles w/ +1,474' & -1,498')
Cocodona crosses through the habitat of the endangered Mexican Spotted Owl, whose hatchlings emerge in early May. We therefore need to make sure the event isn't causing stress on the owls or their hatchlings by maintaining the fewest number of people through this section. This means **NO PACERS from Schnebly Hill to Munds Park.** In addition, please keep your headlamps pointed down and your noise to the shuffling of feet.

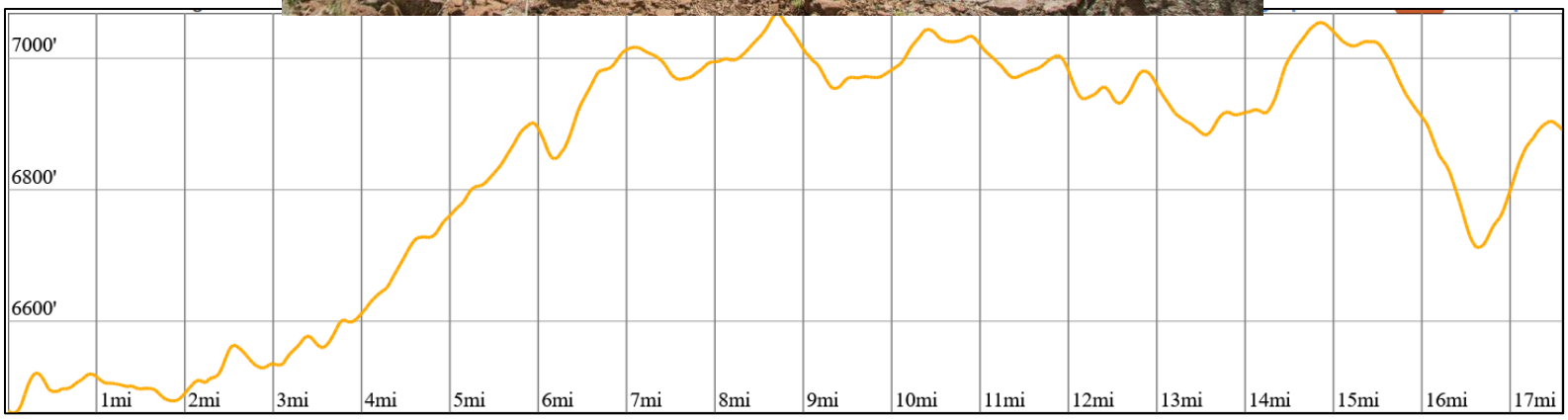
Now officially up on the Coconino Plateau, you are entering the largest contiguous Ponderosa Pine Forest in the world and will have long stretches of well graded dirt roads. Work those legs out and make good time after that big climb up Schnebly Hill. Directly out of the aid station you'll pass under I-17 and then about 5 miles later, take the left fork in the road. Pay attention to signage at intersections. The last 2 miles brings you into Munds Park. Take sidewalks under the I-17 underpass and after the road veers right, you'll turn left at Kotas Coffee. The aid station is on the side of Kotas Coffee. Crew parking is at the Temporary Storage Facility. No parking at the Munds Park Community Church.

NOTES – Be aware of vehicle and ATV traffic in this section during the day. Vehicles have the right of way and will NOT stop for you. The Munds Park aid station is a sleep station with unheated camping tents with cots. You also have access to your crew, pacers, and drop bags at Munds Park. Avg nighttime temps on the Plateau are in the upper-30s°F. That's pretty cold if you have an issue and stop moving. BE PREPARED



Munds Park Aid Station (73.4) to Kelly Canyon Aid Station (91.0) (17.6 miles w/ +1,737’ & -1,311’)
Munds Park marks the start of pacers for the Sedona Canyons 125 distance. The Munds Park Aid Station sits on the side of Kotas Coffee and the forest sits directly behind the aid station. Leave the comfort of the aid station, pass through the gate, close the gate behind you, and continue your adventure. After 1.5miles you’ll go through a barbed wire gate, these gates aren’t fun to open/close, but doing so is essential for us to maintain our Forest Service permit. The course follows a few turns on dirt roads which take you under I-17 and the entrance to the Kelly Canyon trails. There are lots of turns on and off of single-track. There are also four locations the 250 route splits or rejoins with the 125 route, so pay close attention to the distance specific signage. The Kelly Canyon trails have some great single-track that alternate between plush pine needle soft to chunky baby head volcanic rock. Since there are long stretches of straight dirt roads, some runners have awoken in a ditch not knowing where they are. If you find yourself in a ditch, check your map before getting going again to make sure you are headed in the correct direction. Before you know it, you’ll be at Kelly Canyon Aid Station.

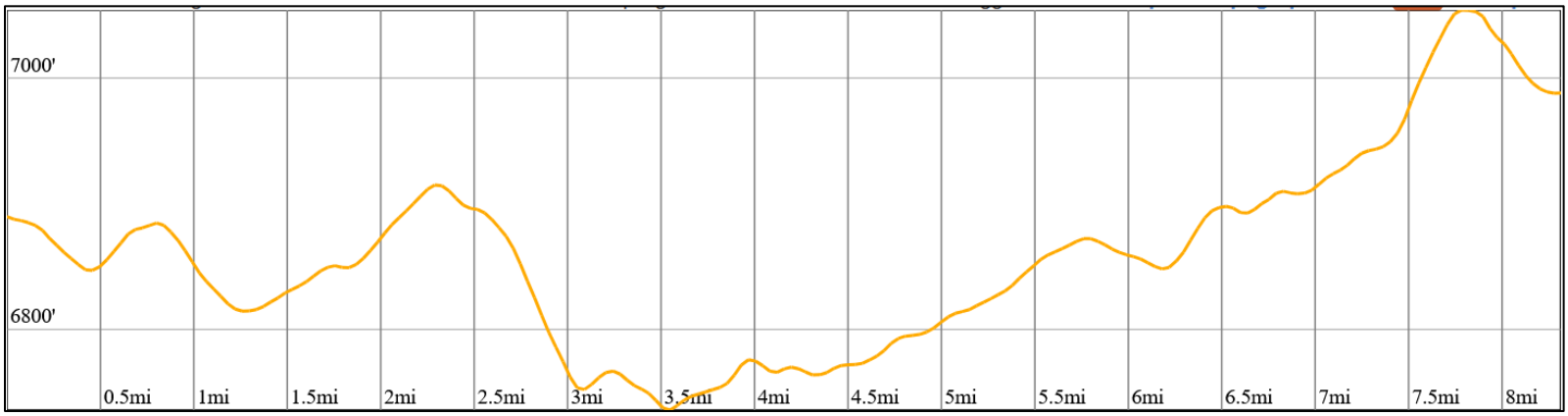
NOTES – **GEAR CHECK mandatory for all runners and pacers leaving Munds Park**. If you do not have the Required Gear + Cold Weather Gear, you will not be able to leave Munds Park. Average nighttime temps on the Plateau are in the upper-30s°F. That’s pretty cold if you have an issue and stop moving. BE PREPARED. Kelly Canyon Aid Station is barebones; no pacer swap, no crew, no drop bags.



Kelly Canyon Aid Station (91.0) to Fort Tuthill Aid Station (99.3) (8.3 miles w/ +708’ & -610’)
Leave Kelly Canyon Aid Station on singletrack and then quickly turn left onto a well graded dirt road (FR700). After a couple of miles this dirt road dead-ends into a paved road. Turn right and soon after, at a bend in the road, turn left onto Old Munds Highway. You’ll be on Old Munds Hwy, which turns to dirt, for another couple of miles and then the course passes under I-17 again. Be ready for a quick left and then right to put you back on singletrack, the Highland Trail.

After a short distance the Highland Trail crosses Hwy89A, use extreme caution as cross traffic does NOT stop. After the crossing, the trail continues rolling up and down towards Fort Tuthill. A last right turn takes you off singletrack and onto a dirt road which leads you right into the Fort Tuthill Aid Station.

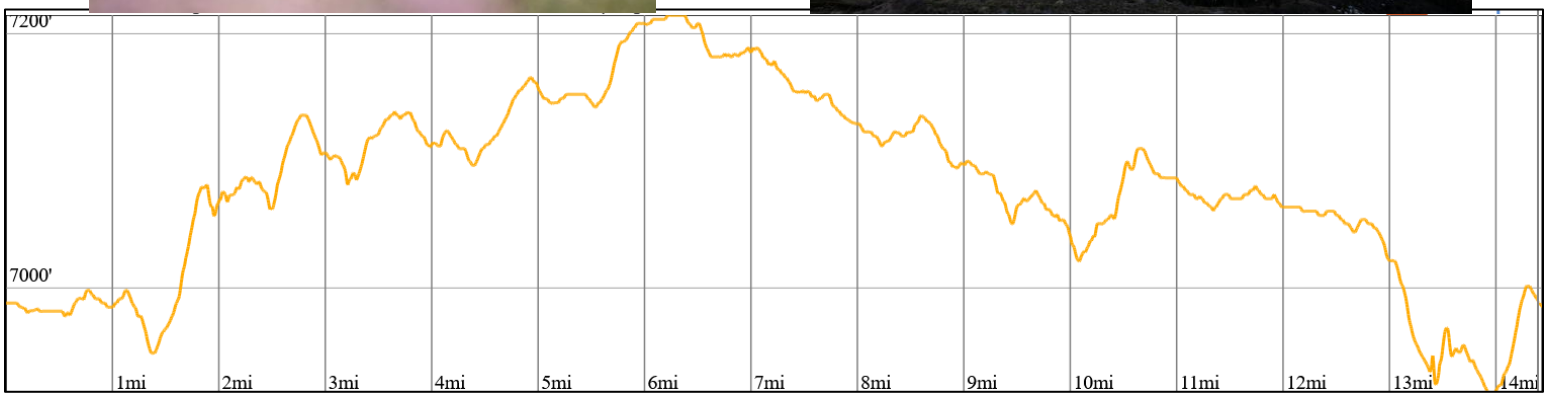
NOTES – Average nighttime temps on the Plateau are in the upper-30s°F. That’s pretty cold if you have an issue and stop moving. BE PREPARED. You’ll have access to pacers, crew, and drop bags at Fort Tuthill, as well as an indoor cot sleeping area (heated space).



Fort Tuthill Aid Station (99.3) to FAC Aid Station (114.1) (14.8 miles w/ +959’ & -963’)

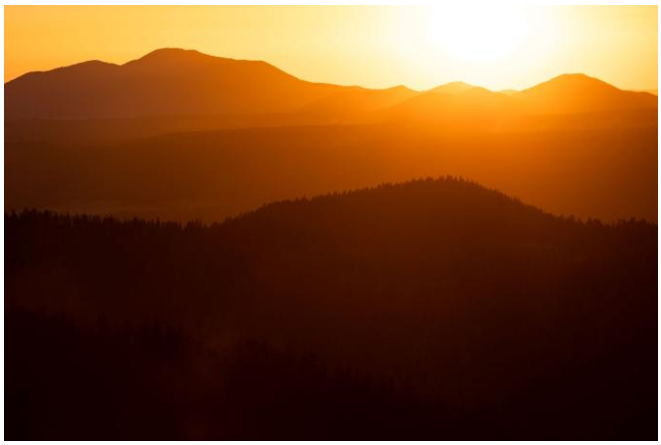
Fort Tuthill is the start line of the Flagstaff Crest distance which starts Friday morning at 7am. The 250, 125, and Flagstaff Crest distances all leave Fort Tuthill together, make a few turns to head northeast out of the park, and get on the Soldier Trail. A ¼ mile later, the 250 and Flagstaff Crest distances turn right but the 125 course stays straight. Be sure to pay attention to the distance specific signage. The wide cinder path of the Solider trail continues for another mile before turning to single-track. This is where the Flagstaff Crest distance rejoins the 125 course and the trail turns to technical chunky trails of Fort Tuthill County Park. Go through a few trail junctions and then turn right off of the single track for a smooth wide dirt road cruiser. This is where you officially leave Fort Tuthill and after a couple of miles a right turn puts you on the Rogers Lake Connector Trail. This trail is a fun flowy semi-technical single-track where you can cruise for 4 miles. Just before mile 110, the Flagstaff Crest course splits off to the right. At this point the single-track spits you out onto a dirt road for a left turn and the Flagstaff Crest course rejoins you. Then take a right onto Woody Mountain Road at the 4-way intersection followed shortly after by another right turn that puts you onto the DeMiguel Connector single-track, a chunky little 1-mile section that drops you onto a powerline corridor trail where you’ll take a left. You’ll be looking straight ahead at Mars Hill, your next destination, and the peaks of the Kachina Peak Wilderness beyond. At the end of the powerline corridor, the course turns right to take you out of the forest and into the University Heights neighborhood. Stay on the sidewalk and drop under the I-40 underpass on the FUTS trail. The (Flagstaff Urban Trail System) FUTS, is a network of over 50 miles of non-motorized trails through Flagstaff that connect different areas of town and the surrounding trailheads. If we haven’t stated what a cool trail town Flagstaff is, please let us do so now. A couple of turns on sidewalk lead you to the final aid station of your adventure, the FAC (Flagstaff Athletic Club) Aid Station.

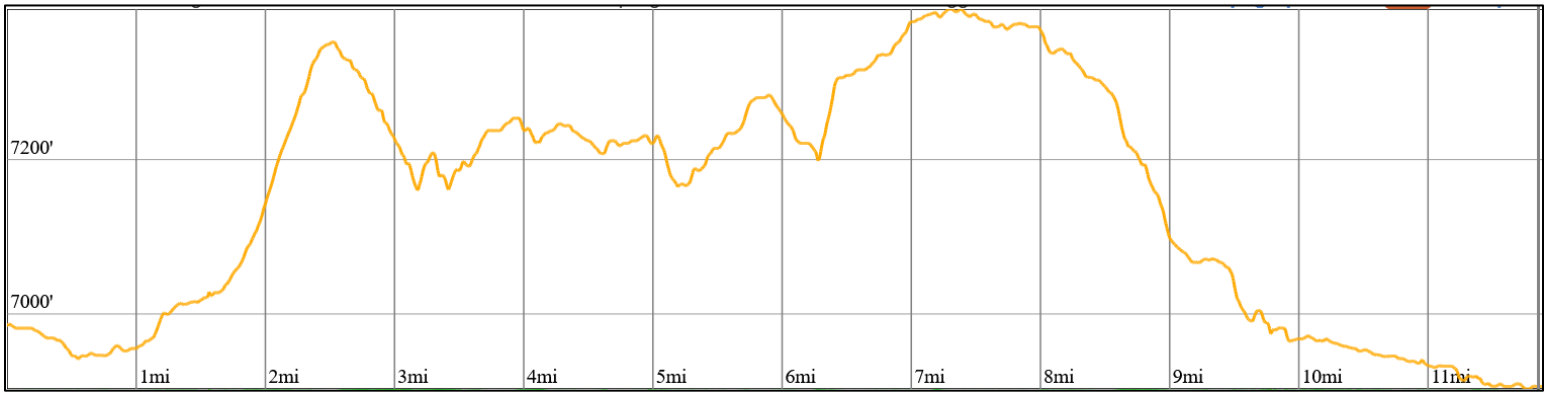
Notes – **GEAR CHECK and mental status evaluation mandatory for all runners leaving Fort Tuthill**. If you do not have the Required Gear + Cold Weather Gear, you can’t leave Fort Tuthill. You’ll have access to pacers, crew, and drop bags at FAC.



FAC Aid Station (114.1) to FINISH at Heritage Square (125.6) (11.5 miles w/ +1,111’ & -1,190’)
Leave FAC on sidewalk and make a few turns through West Flagstaff, including crossing historic Route 66 (please do so in the crosswalks and with the traffic signal). After 1 mile of pavement, a left puts you onto the Tunnel Hill section of the FUTS trail. This trail runs behind a residential area for a short distance before turning right to go under the BNSF rail line. The Burlington-Northern San Francisco Railway is the largest rail network in North America with over 33,000 miles of track. Thank goodness this race isn’t 33,000 miles long! The next 8-miles are some pretty great single-track as you climb up and over Mars Hill or Observatory Mesa, home to the Lowell Observatory. Established in 1894 originally to look for life on Mars, astronomers at the Observatory have made some great contributions to astronomy, including the discovery of the expansion of the universe around 1910 and the “planet” Pluto in 1930. It is open to the public and is an interesting place to visit, but maybe save that for after you finish.

The views as you work your way around Mars Hill are out of this world. HA! First you gaze off to the east across town to Walnut Canyon, then northeast towards Mount Elden and the cinder cones of the last volcanic eruptions in the area 1,000 years ago, and finally north with your closest view of the San Francisco peaks you’ve been seeing periodically since the start line. After dropping down the north side of Mars Hill, you hit the Karen Cooper section of the FUTS trail follows Rio de Flag as it brings you into downtown. Rio de Flag originates in the San Francisco peaks and was the center around which the city of Flagstaff was founded. In our opinion, this is the best way to enter downtown Flagstaff and end your adventure. Leave the trail via the famous LEFT ON BIRCH, join the 250 course after 2 blocks, and then take a right into Cocodona Alley. You are a Sedona Canyons 125 finisher and you earned that buckle. And. You. Are. Done…literally. Congrats!





Happy running!