Cocodona 250

Section by Section Course Description

This document contains Section by Section descriptions for the Cocodona 250 distance only. See the website for Section by Section descriptions for the other race distances.

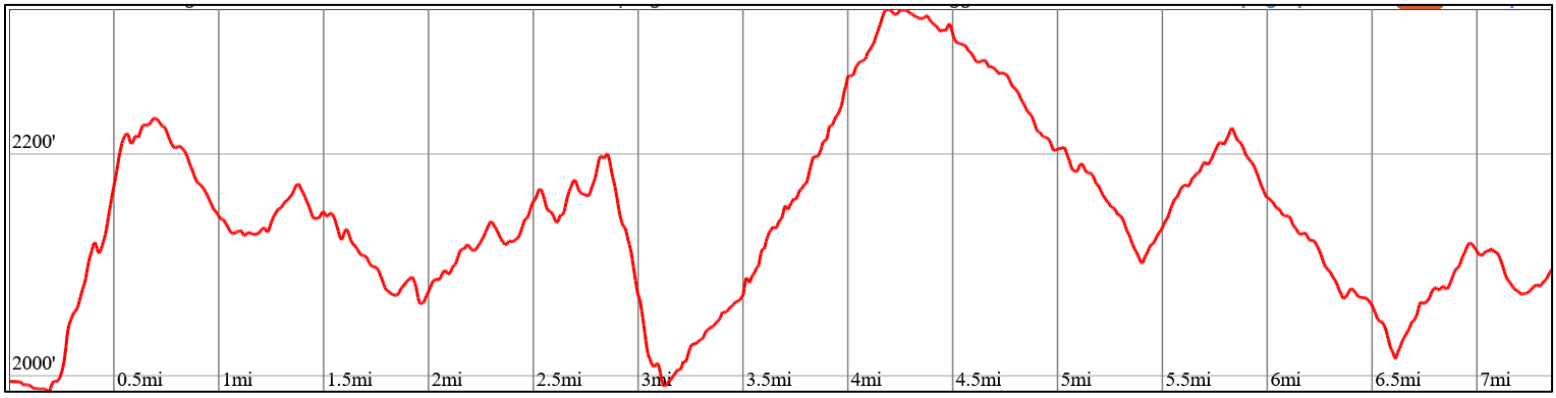
Updated 10/1/26
This document will not be updated with course changes within 1 month of the event.

Start (0.0) to Cottonwood Creek Aid Station (7.4) (7.4 miles w/ +1,423’ and -1,339’)

DO NOT ACCESS DEEP CANYON RANCH OUTSIDE OF RACE WEEKEND. IT IS A PRIVATE FACILITY AND AN ACTIVE MINE. YOU DO NOT HAVE PERMISSION TO ENTER DEEP CANYON RANCH. ACCESS THE BLACK CANYON TRAIL VIA THE BLACK CANYON CITY PUBLIC TRAILHEAD.

The run begins at Deep Canyon Ranch in Black Canyon City, the gateway to the Black Canyon National Recreation Trail. After leaving the start corral, a hard right starts your climb up to the beautiful BCT (Black Canyon Trail). Enjoy the sunrise as you twist through the Sonoran Desert among Saguaro Cactus and Ocotillos. Around mile 2.4 the course stays straight and leaves the BCT to stay on a wide rolling doubletrack. Just after mile 3, watch for a not so obvious turn off of the dirt road to drop down into the Slate Creek drainage. From here, you’ll climb up the Slate Creek Drainage for a mile. Consider this your introduction to the “adventure” awaiting you in the Bradshaws, this drainage should be dry this time of year but you will have to scramble up some dry waterfall features and watch your footing on the loose creek bed. At mile 4.2 a right turn puts you back on the awesome BCT single-track. At mile 6.9, the course will take a sharp right turn to leave the BCT for a double-track backroad. Another ½ mile and you’ve made it to the first aid station, Cottonwood Creek.

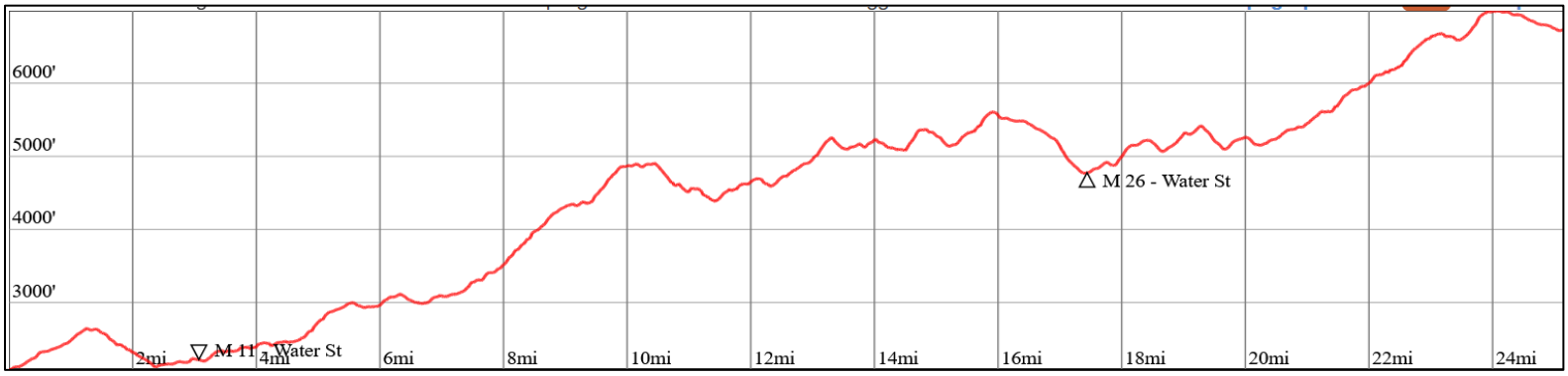
NOTES – You are required to leave the start line with the ABILITY to carry 4 liters of water. You don’t have to leave the start line with 4 liters of water. The first aid station is 7.4-miles from the start, the second aid station is another 25 miles further. Therefore, you will be REQUIRED to leave Cottonwood Creek Aid Station with AT LEAST 4 liters of water. The section from Cottonwood Creek Aid Station to Lane Mountain Aid Station is really HOT. BE SURE you have electrolytes and sun gear. Take it easy. Depleting yourself at this point can have some pretty disastrous consequences. Save your legs, start with poles and consider bringing a filter flask.



Cottonwood Creek Aid Station (7.4) to Lane Mountain Aid Station (32.5) (25.1 miles w/ +9,518’ and -4,856’)
The course leaves Cottonwood Creek Aid Station on a rough beat-up old mining road. After a steep climb and decent, you’ll cross Cottonwood Creek (you’ll most likely be able to keep your feet dry here) and arrive at the first water station at mile 10.4. You can take up to 1 liter of water here. Leave the water station and immediately cross Boulder Creek (again, you’ll most likely be able to keep your feet dry). The next 21 miles are TOUGH. It’s basically a huge pile of loose rocks. This section is also the hardest to access with a vehicle. Once you gain the ridge, the views in all directions are incredible and the steepness levels out…only to give way to rollercoaster sections of very steep up and very steep down. Even with fresh legs, you’ll probably slip on the ball-bearing gravel a bit…we sure did. Jamil described this section as, “steep, rugged, and hot”. Yup.

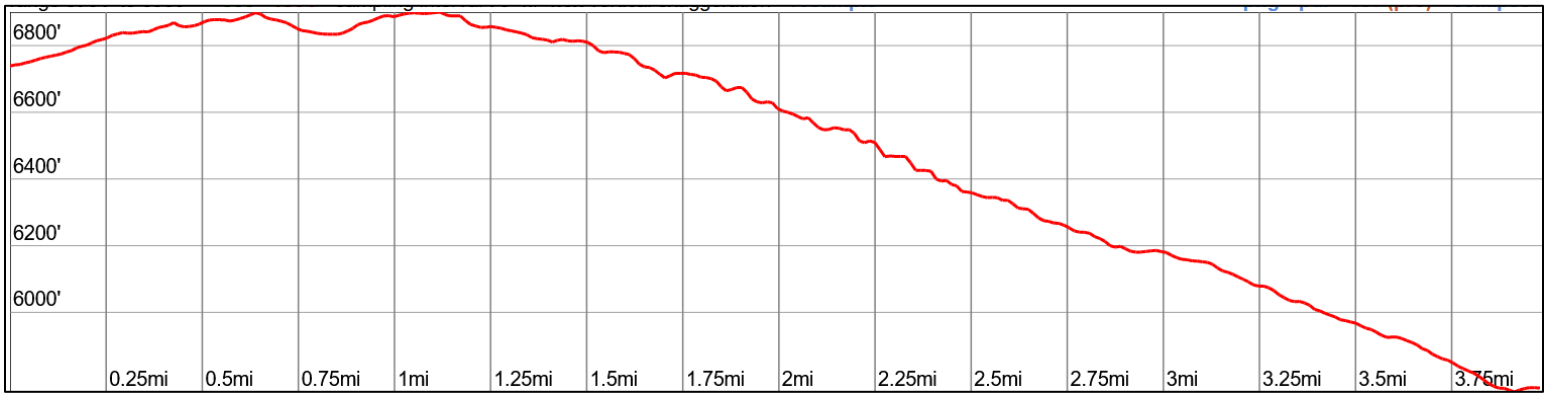
At mile 24.6 you will arrive at the second water station in this section. You can take up to 1 liter of water here. At mile 28.6, a sharp right-hand turn **(pay attention here)** takes you off of a jeep road and onto the Lane Mountain Trail. This is a great trail which, as it climbs 1,500’ over the next 2.5 miles, will give you more and more shade as the hot Sonoran Desert finally gives way to Ponderosa Pines and cooler temps of the Bradshaw Mountains. At the top, the views open up to endless ridgelines, valleys, and Lake Pleasant in the distance. Once you pop off the single-track at the top, you’ll coast on nice double-track for another mile to the aid.

NOTES – 4 liters is the **MINIMUM** but most Cocodona veterans would recommend carrying more and maybe even a filter flask. This is the longest stretch between aid stations, there is a big elevation gain, and it will be HOT. Take it easy. Depleting yourself at this point can have some pretty disastrous consequences. Take a minute at Lane Mountain Aid Station. You made it. It may not have been your darkest moments in the race but it was one of the most challenging sections. Take your time. Hydrate. Save your legs, start with poles.



Lane Mountain Aid Station (32.5) to Crown King Aid Station (36.6) (4.1 miles w/ +338' and -1,304')
This a fairly easy cruise down to Crown King. The surface is double-track dirt road and it is mostly smooth. The temps will be cooler and the light through the Ponderosa Pines will be golden. Smile. A quick left puts you smack dab in the middle of an old mining "town", which is basically just a general store and the Crown King Saloon. This is the oldest continuously operated Saloon in Arizona.

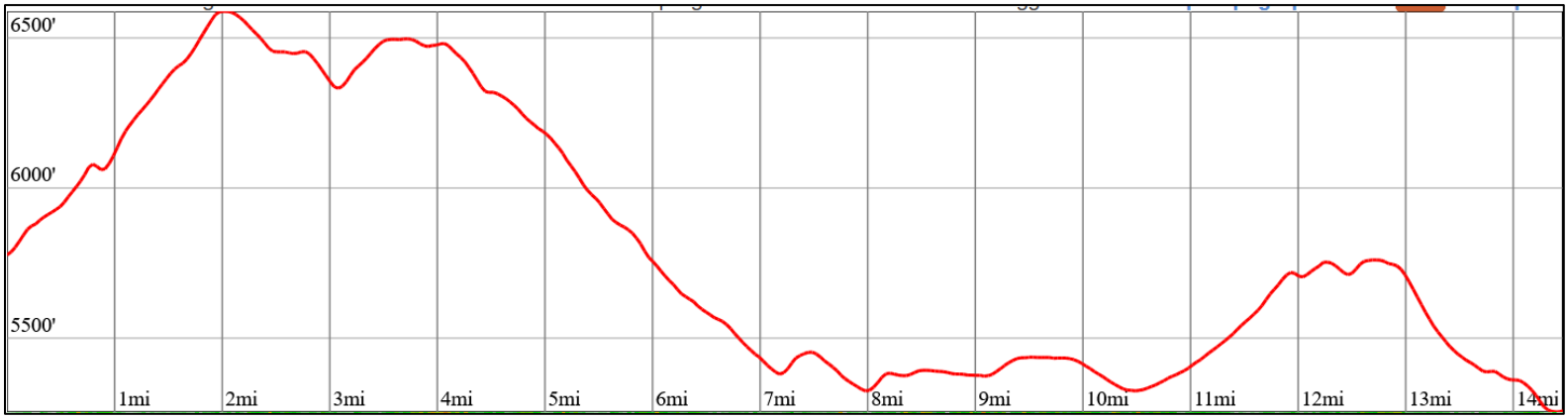
NOTES – Crown King is the first location with drop bags and Crew Access. And you can get a beer and a shot of whiskey. Put some wet wipes and a change of socks in your drop bag. Take the time to wipe the desert dust from the first couple of sections off of your feet. DEAL with your foot issues NOW. Don't wait.



Crown King Aid Station (36.6) to Arrastra Creek Aid Station (51.0) (14.4 miles w/ +2,005' and -2,524')
Cocodona is the only ultra-marathon to traverse the entire Bradshaw Mountain range which parallels the Black Canyon Trail and leads north from Phoenix to Prescott. This diverse mountain range was settled by the Yavapai people beginning in the 1100's and later mined for gold, silver and copper in the early 1900's.

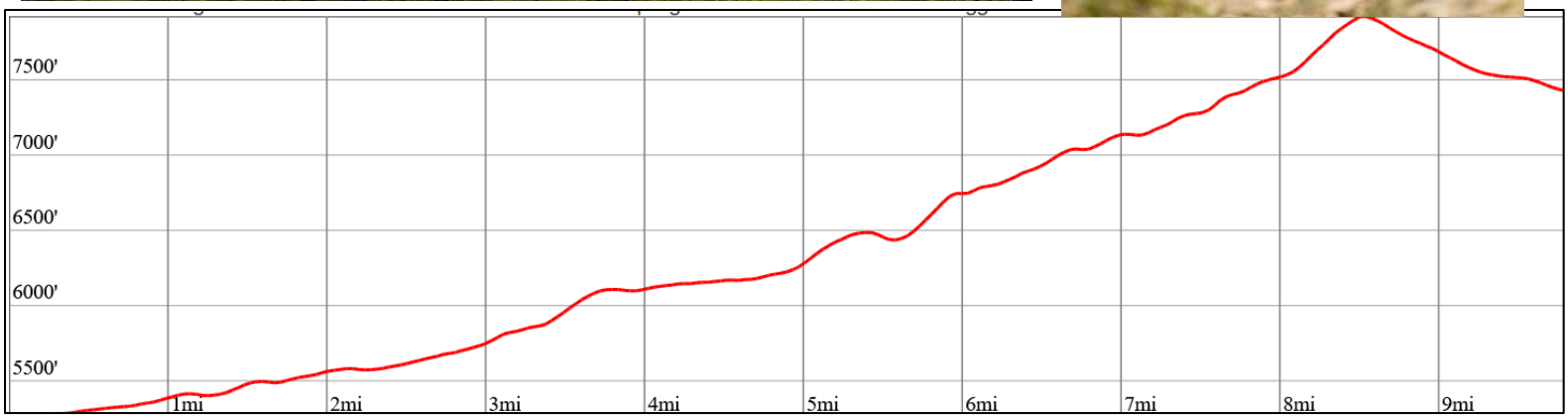
Turn left out of the Crown King Saloon and climb a dirt road to the Crown King Forest Service Ranger Station. Pass through the station all the way to the end of the road and turn right onto the Wagoner Trail. This is a great section of singletrack that climbs up to Escape Route Road, the old back door out of Crown King. Escape Route Road drops you on to Senator Highway (not a highway) where you can stretch your legs on rolling double-track that keeps to the gentle ridgeline. This would be a great place to catch sight of a black bear as you bask in your first sunset of the race.

NOTES – **GEAR CHECK mandatory for all runners leaving Crown King**. If you do not have the Required Gear + Cold Weather Gear, you will not be able to leave Crown King. You have another 24 miles before the next drop bag and 39 miles before the next crew access aid station, so you'll need to load up with cold weather gear and night gear at Crown King. Night time lows will likely be close to 40°F. Oh, and that 24 miles…it isn't easy.



Arrastra Creek Aid Station (51.0) to Kamp Kipa Aid Station (60.8) (9.8 miles w/ +3,012’ and -841’)
Arrastra Creek to Kamp Kipa has a bit of everything; smooth double-track, rugged trail, and great single-track. Leave Arrastra Creek Aid Station on the nice smooth double-track of Senator “Highway”. It is a gentle climb and you can turn your mind off and stride it out. Eventually crest a hill at a confusing 3-way road intersection where you will take the right road fork and then quickly a left turn onto the Yankee Doodle Trail. Get ready for a good 3-mile climb on a rough, steep, and loose single-track. Towards the top the surface of the trail gets better and it finally becomes runnable. At this point you may notice evidence of an old forest fire. This was the Crooks fire that caused a massive reroute of the course in 2022. You are now very near one of the highest points in the Bradshaw Mountains, Mount Union. When the trail crosses a dirt road, continue on the singletrack to the top of Mount Union and then take the dirt road downhill to the entrance of Kamp Kipa. You’ll turn right into the camp and run all the way to the bottom of the hill to find the Aid Station.

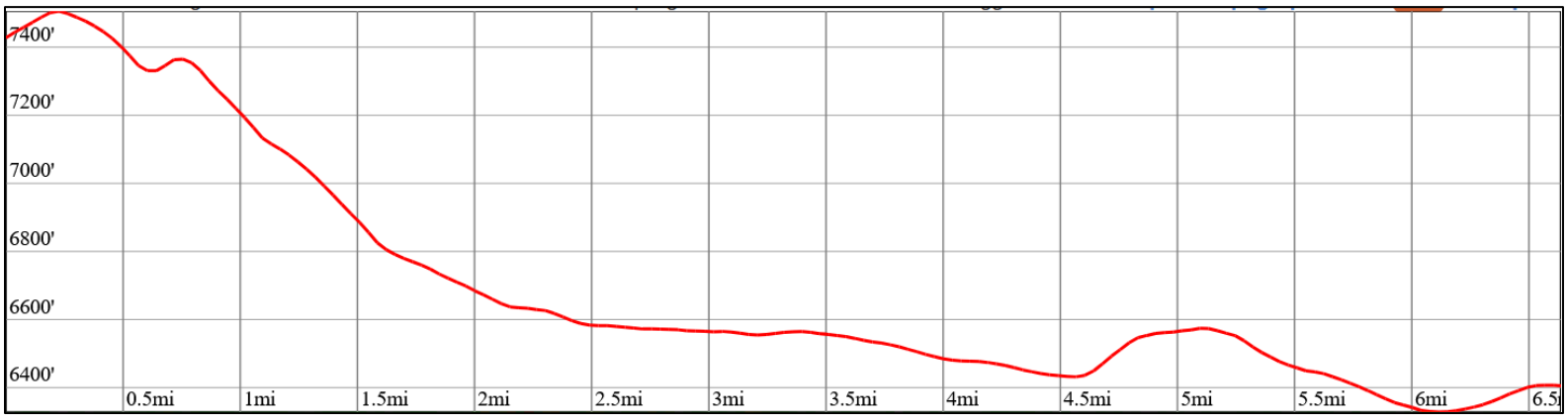
NOTES – You’ll encounter the first of many gates along the course through this section. Please help us maintain our permits for future years by closing each gate behind you. Be prepared for COLD and dark here. Yet another section that you’ll appreciate poles. Kamp Kipa has drop bags but NO CREW.



Kamp Kipa Aid Station (60.8) to Camp Wamatochick Aid Station (67.4) (6.6 miles w/ +481’ and -1,503’)
After climbing all the way back out of Kamp Kipa, take a right out of the camp, followed soon after by another right, followed by a few more turns onto double-track roads as you drop down nearly 1,000’ in a couple of miles. This is a confusing section with lots of dirt road intersections. Great place to have the course pulled up on your phone and ready to navigate. After about a mile-and-a-half the course hangs a right back onto Senator Highway (still not a highway) for 3 miles of really nice gradual downhill on smooth dirt road. It should be pretty quiet that time of day but listen for vehicle traffic to be safe. Keep your eyes peeled for a critical right turn to take you off of Senator Highway around mile 65. Climb a steep dirt road and then a left puts you on the Groome Creek Trail. Enjoy 2 miles of amazing single-track on the beautiful Groom Creek Trail and then bust a right turn to bring you to Camp Wamatochick on a short out-n-back section to the aid station.

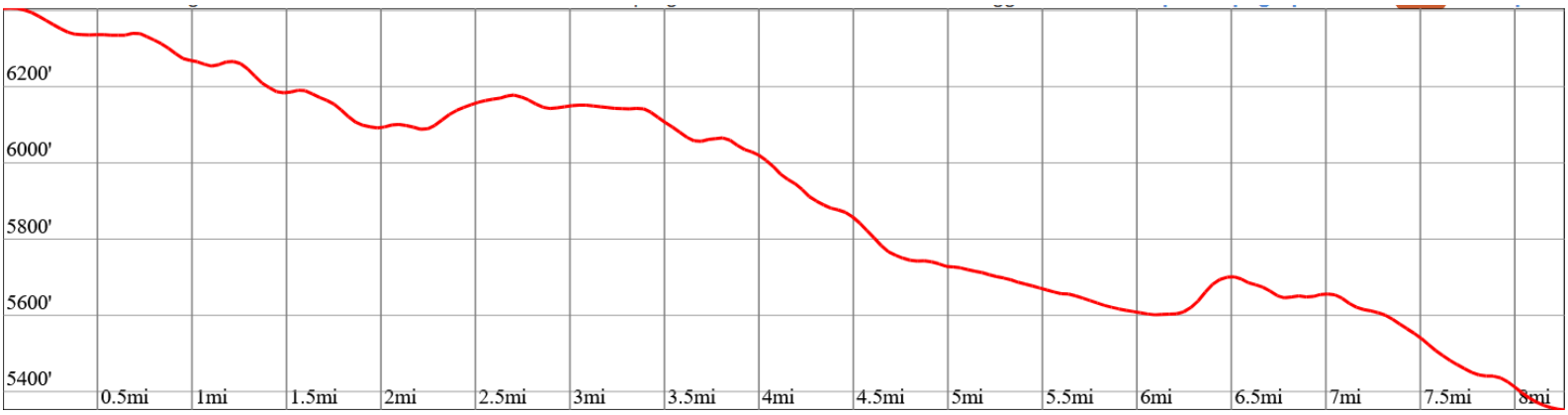
NOTES – There are lots of turns through this section. Keep your phone (GPS Enabled Device) handy and check that you are on course after every intersection. Camp Wamatochick has drop bags but NO CREW. Come join us in the Mess Hall for some warm food and sit by the fire to warm up. The bunk rooms (heated) will be open for sleeping. We’ll provide the mattresses which you can sleep on directly or bring your own sheets/sleeping-bag-liner/pillow/etc. Or keep going 8 more miles downhill to Whiskey Row Aid Station for another indoor (heated) cot sleeping aid station with crew access.

ENDANGERED SPECIES ALERT – The course crosses through Mexican Spotted Owl nesting habitat in this Section. Please keep those headlamps pointed at the ground and be quiet. They were here first.



Camp Wamatochick Aid Station (67.4) to Whiskey Row Aid Station (75.6) (8.2 miles w/ +438’ and -1,491’)
Pull yourself away from the fire and leave Camp Wamatochick following the same out-n-back that brought you into the aid station. Cross Senator Highway (now actually a paved road) and jump on a short section of single-track. A few turns on the residential dirt roads of the Friendly Pines community takes you back to single-track in the Goldwater Lake area. The single-track here is really nice buffed out fun flowy trail. Enjoy! 3 miles of great single-track and you’ll hit the mouth of Bannon Creek where the trail ends into a residential neighborhood. From here, it is 2.5 miles of pavement with a few turns, down to the main square of Prescott and the infamous Whiskey Row. This was the first capital of the Arizona Territory dating back to 1864 and the epicenter of Arizona mining history, not to mention a great place for another shot of whiskey.

NOTES – There are lots of turns through this section. Keep your phone (GPS Enabled Device) handy and check that you are on course after every intersection. Whiskey Row Aid Station is located in the courtyard of the Grand Highland Hotel directly on Whiskey Row. We will have a large indoor (heated) space with cots setup for sleeping in the hotel ballroom. Or, book yourself a room and walk upstairs to plush comfort without a bunch of smelly snoring runners. Oh…and you really should have a shot of whiskey. Drop bags, pacers, and crew will also be here.

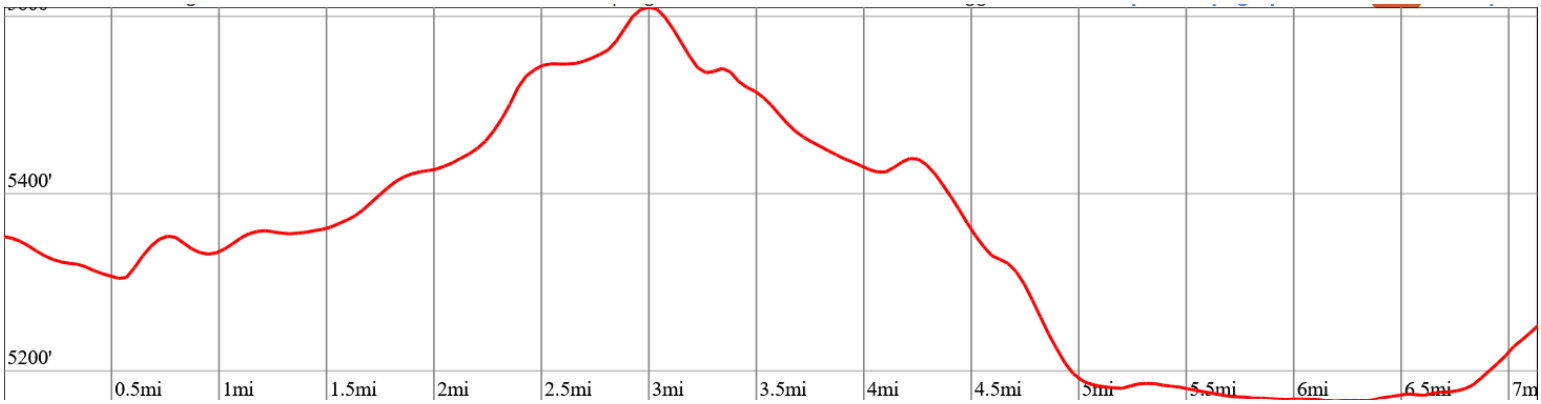


Whiskey Row Aid Station (75.6) to Watson Lake Aid Station (82.8) (7.2 miles w/ +458' and -558')
I'm sure people have walked away from Whiskey Row looking worse, but probably not much worse. The choices we make! Any who… Continue straight past the aid station, crossing a few intersections before making a right turn after 1.5 miles onto Ruth St. After another mile, turn right on Rosser St. Then it is straightaway for 2.5 miles sidewalk before you cross Hwy89 and enter the Watson Woods Preserve. Hang a left on a wide cinder path that leads you through the Granite Creek riparian area. Cross Granite creek, turn left onto the Peavine Trail, then stay left to go under a bridge, and stay left again to stay on the west side of Watson Lake. Pass through a parking area in Watson Lake Park, keeping the lake on your right and staying close to the water. Then a left turn takes you off of the trail and to the Watson Lake Aid Station.

Watson Lake Park is also the finish of the Bradshaw Brute 100 and the start line of the Mingus Traverse 80. The Mingus Traverse runners start Tuesday morning at 6am and run with you all the way to Sedona.

NOTES – This is the first section for which you can have a pacer. Yay for friends! Pacers and Crew have access to Watson Lake but NO drop bags.

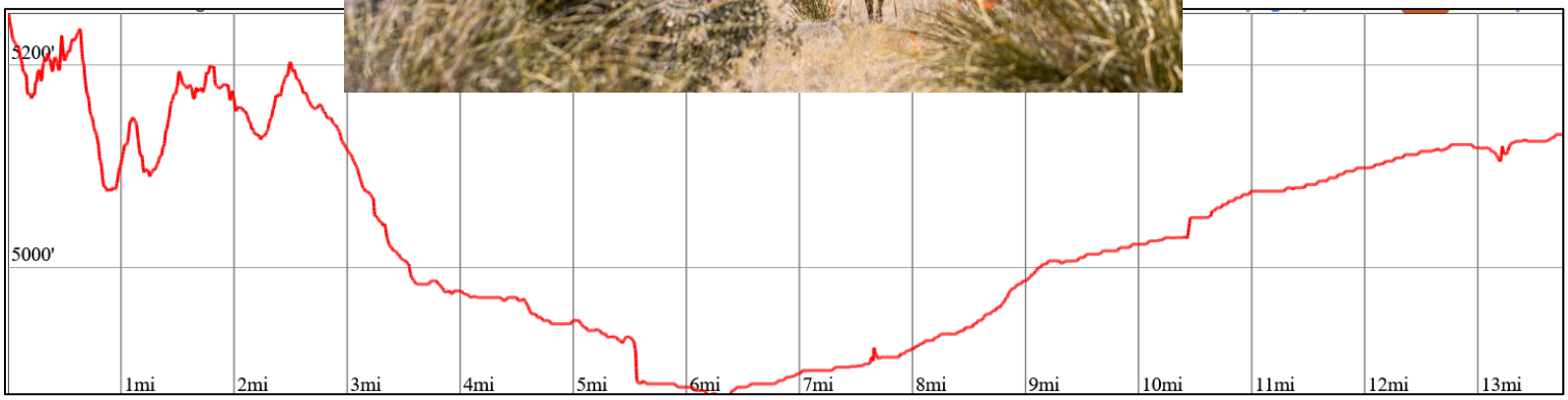
Interested in supporting the riparian areas in this section, get involved with the Prescott Creeks FOREVER PRESERVED program.



Watson Lake Aid Station (82.8) to Fain Ranch Aid Station (96.5) (13.7 miles w/ +868' and -986')
Leave Watson Lake Aid Station and get back on the Watson Lake Loop, which is part granite slickrock, part boulder hopping, and part scrambling. Normally you TRY to navigate this trail by following spray painted white dots. For the race, we will mark the crap out of the area but as a general rule, keep the lake on your right and stay close-ish to the water. The Granite Dells are actually quite amazing. At mile 83.5 you pass beneath the damn outflow through a magical lush green area in a narrow canyon and then climb back up onto the granite rocks. Another ½ mile dumps you back onto the Peavine Trail where a left takes you on a 4-mile easy downhill grade on crushed granite. As soon as you are out of the rock formations, the view opens up to a wide grass valley and Mingus Mtn in the distance. Peavine ends to sidewalk where you will continue straight for a while, cross through an intersection, and then continue onto a dirt road. Use the A-Frame ladder (the first of a few in this stretch) to cross over a barbed wire fence and onto Fain Ranch Land. Another A-Frame ladder will take you back onto surface streets for a little over a mile and then again, over the fence to cross a large section of Fain Ranch. Cut cross-country through uneven dirt and grasses for about 1.5 miles, through the Arizona Downs Racetrack area, back to cross-country travel, through a pipe culvert, and to the Fair Ranch Aid Station.

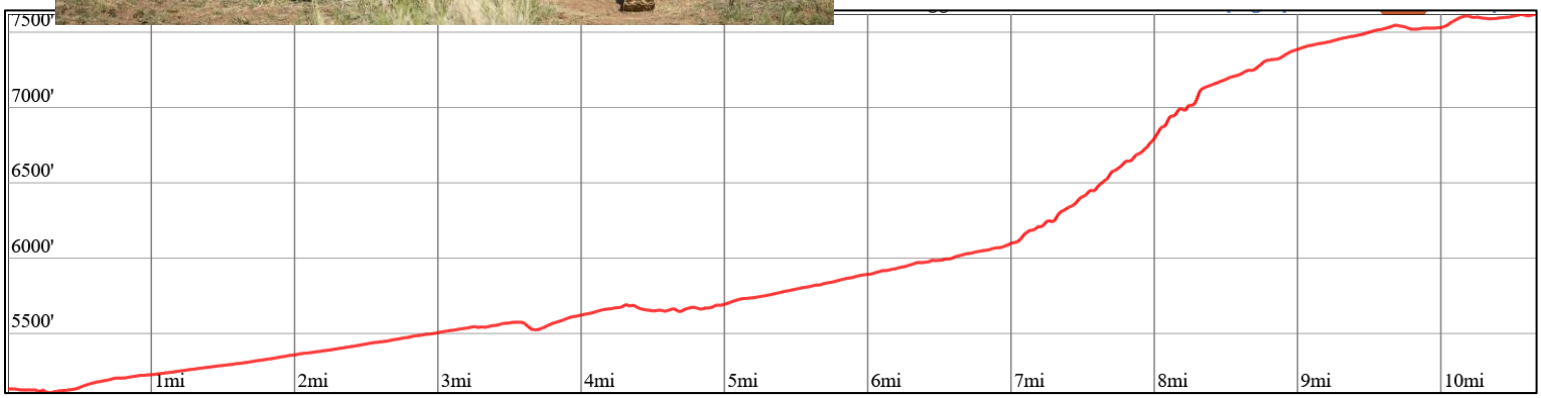
The Fain family has been ranching the Prescott Valley since 1870's and at one point the ranch encompassed the entire valley floor. We are lucky to be able to traverse this ranch with its high desert grasslands and large bounding herds of Pronghorn Antelope.

NOTES – The cross-country miles at the end of this section can be hard to navigate. Be ready to have your trusted phone ready with the course file. Fain Ranch Aid Station has pacer and crew access and drop bags.



Fain Ranch Aid Station (96.5) to Mingus Mountain Camp Aid Station (107.2)(10.7 miles w/ +2,790' and -302')
This section is difficult. Leave Fain Ranch Aid Station the way you came in, cross yet another barbed-wire fence via A-Frame ladders before joining a very faint double-track road. Keep the highway on your left and you'll know you are headed in the correct direction. Celebrate the 100-mile mark with a fist pump. After about 3.5 miles the course veers off of the faint double-track for some rough cross-country travel. This section sucks. You were warned. Keep your phone out for navigation. Pick your way through grass, sage, catclaw, open plain, and sandy draws, and eventually you'll come to the last A-Frame ladder over a barbed wire fence and leave Fain land. Turn left on a wide well graded dirt road and then a mile later a right onto a faint double-track that will slowly turn into a very nice single-track. Stretching diagonally across Central Arizona, the Black Hills rise up to almost 8000 feet and separate the Prescott Valley from the Verde Valley. Enjoy the views of the pass ahead and watch as the vegetation quickly turns to pine, juniper, and pinon the further you get up canyon. Hit your first switchback and gear down for a worthy 2-mile climb. By mile 106 the grade has slacked off and you come to a trail intersection where you will stay left and then hit a dirt road where you will again stay left. One mile down the road you'll turn right on another dirt road and then another mile will bring you to Mingus Mountain Camp Aid Station.

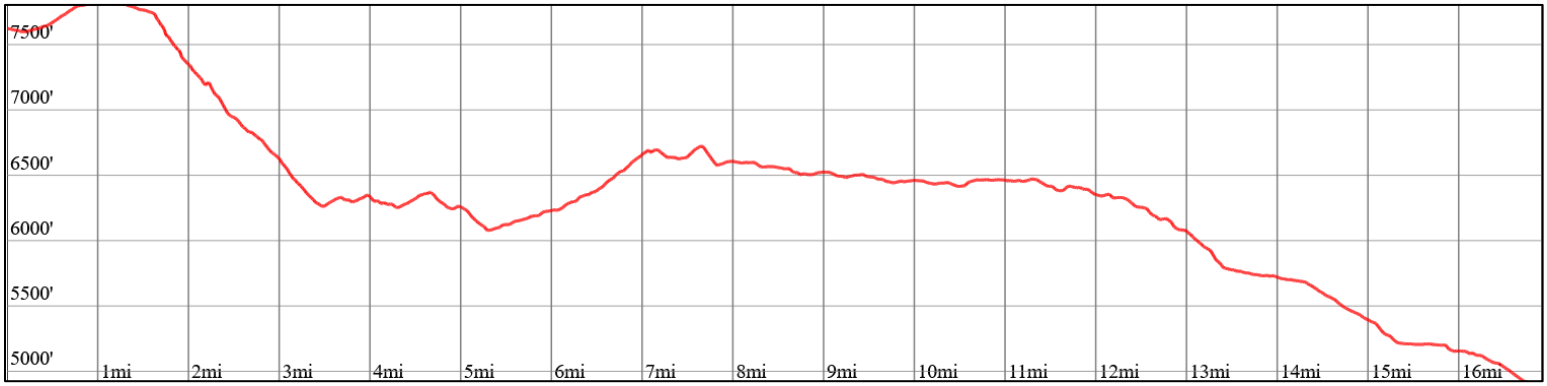
NOTES – **GEAR CHECK mandatory for all runners and pacers leaving Fain Ranch**. If you do not have the Required Gear + Cold Weather Gear, you will not be able to leave Fain Ranch. The swing in temperature from daytime in the Prescott Valley to nighttime on top of Mingus can vary by 40°F. You'll encounter a couple of gates through this section. Please help us maintain our permits for future years by closing each gate behind you. Mingus Mountain Camp Aid Station has crew, pacer access, drop bags, hot showers, and sleeping bunk rooms (heated indoor space).



Mingus Mtn Camp Aid Station (107.2) to Jerome Aid Station (124.2) (17.0 miles w/ +1,750’ & -4,428’)
Turn left out of the camp, left again 1/3 of a mile down the road, and then hit a campground. Continue straight out at the end of the road and behold the rest of your adventure, laid out before you. The views from atop Mingus, across the Verde Valley to the red rock walls of Sedona and the peaks of Flagstaff beyond are some of the most spectacular of the course. Fill your lungs with the view and continue a half mile further along the cliff edge before the North Mingus Trail hangs a left for a technical descent. Hang on for a mile to a left turn and then another half mile to another left, as the grade slacks to an old roadbed now eroded to single-track. Cross Hwy89A cautiously and then the pines give way to scrub oak and sage. The view opens up as you traverse above the HUGE Verde mine, looking across the Verde Valley and down into the mine. Your feet will hate some of the roads on this section. Rocks rocks rocks. The dirt roads eventually wrap around and you run past the mine, such a cool feature, past the halfway-there sign (woot woot!), and into Jerome. As you drop into Jerome, you’ll pass the start line for the Sedona Canyons 125 distance which starts Wednesday morning and runs on some of the same course as the 250, finishing with you in Heritage Square.

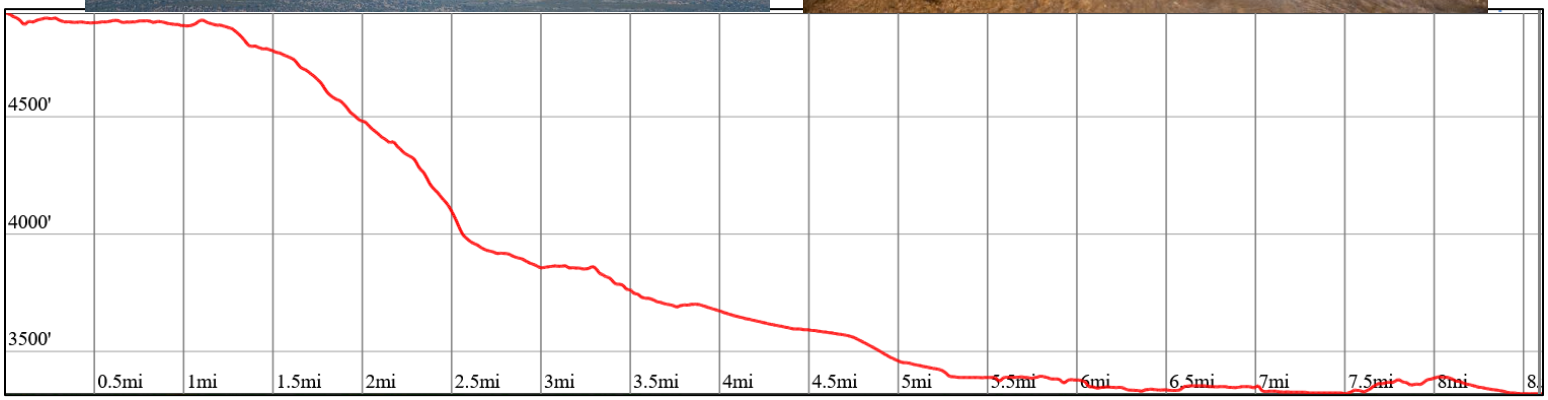
Jerome is a historic mining town, now an artist’s enclave and tourist stop. Runners will tour directly through the old town perched on the north side of the Black Hills at an elevation of 5,000’ with sweeping views of the northern parts of the course. After passing through one of the most unique towns in the West, you’ll arrive at the aid station, overlooking the Verde Valley, Sedona, and the peaks above Flagstaff.

NOTES – Jerome is a sensitive permit for us. Please be courteous of vehicles and pedestrians. Run on sidewalks, not in the road. Jerome has crew/pacer access but NO drop bags.



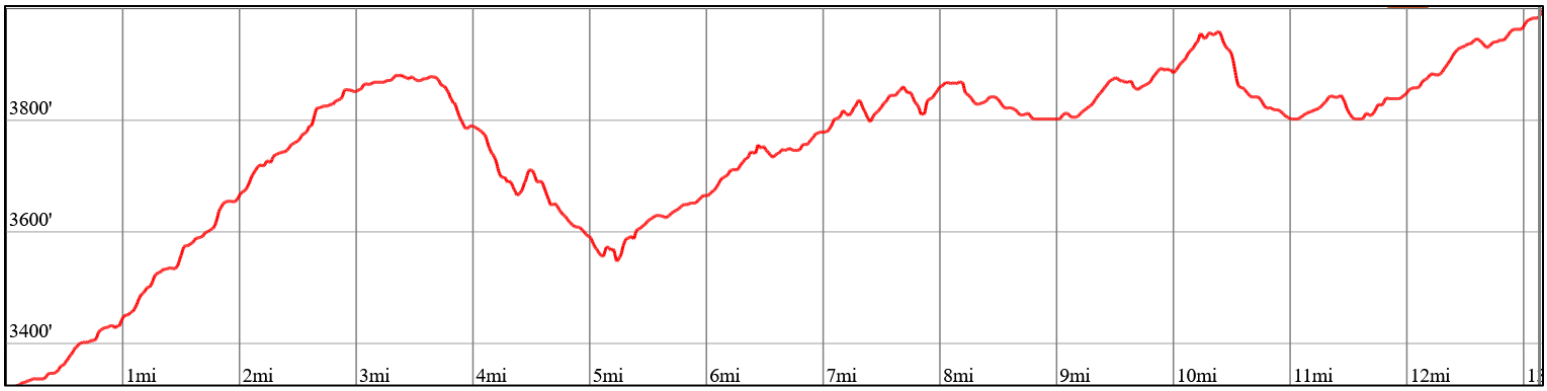
Jerome Aid Station (124.2) to Dead Horse Aid Station (132.9) (8.7 miles w/ +356’ & -1,976’)
This section will tip you from the first half of the course to the second half. Psychologically it is a big step. Leave the aid station on surface streets for 1.5 miles and then pass through a gate (**BE SURE 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 128.5 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). Something magical about a clear river oasis in the desert. Clear 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 – Crossing the Verde Valley in the daytime can be a hot affair, expect temps in the mid 80°Fs. Good thing you can lie down in the Verde River to cool off. Dead Horse Ranch State Park Aid Station has pacer/crew access and drop bags. Grab some sleep on a cot in an individual sleeper tent. BYO sleeping bag.



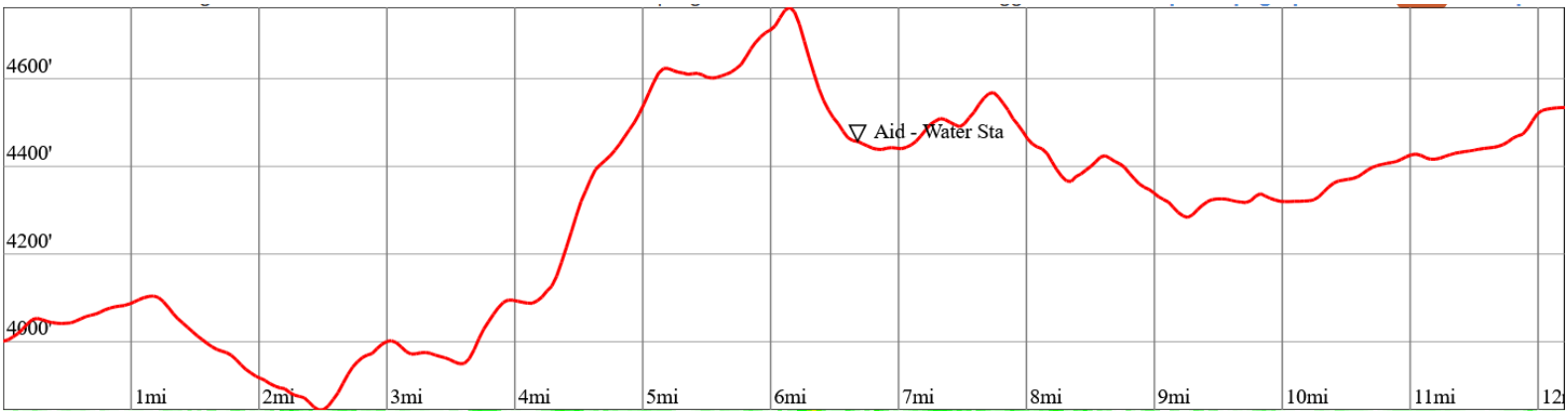
Dead Horse Ranch Aid Station (132.9) to Deer Pass Aid Station (146.9) (14.0 miles w/ +1,651’ & -971’)
Leave the Dead Horse Aid Station through a few trail and road intersections before jumping onto the Lower Raptor trail. The next 4 miles goes through Arizona Primrose habitat, an endangered species of 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 30 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, once in Sedona. Pay attention near mile 146 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 has drop bags but NO crew or pacer access.



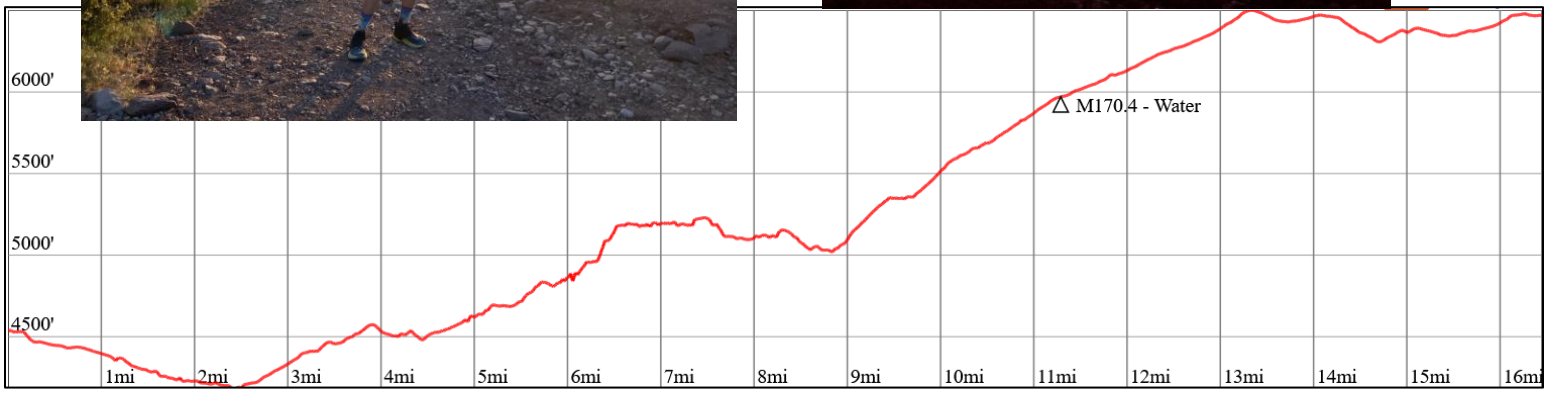
Deer Pass Aid Station (146.9) to Sedona Posse Grounds Aid Station (159.1) (12.2 miles w/ +1,815’ & -1,282’)
Time for some magic. This section may be our staff pick for favorite of the entire course. The single-track is world class and the views are mind boggling. Continue on Lime Kiln Trail. The trail 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 150 you will cross a paved road (Red Rock Loop Rd) and then make a left onto Schuerman Mountain Trail. Near mile 153, 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 the Skywalker Trail. Don’t forget to look up every once in a while as the views, especially of Cathedral Rock from the Ridge Trail…holy cow! At mile 157 keep your eyes peeled for a left turn to take you off of the Bandit Trail and into a neighborhood. This is also where the 125miler and Mingus Traverse distances split off from the 250 route. From here, it is a little over a mile-and-a-half on pavement with a few turns and a crossing of AZ89A, and then some quick single-track to the aid station. Note that coming into the aid station is the same path as the runners leaving the aid station, so don’t be confused by 2-way traffic in this short out-n-back.

NOTES – This section is amazingly beautiful. It can also be brutally hot in the heat of the day. There is a water station in this section at mile 153.6. The Sedona Posse Grounds Park Aid Station has crew/pacer access, drop bags, and indoor cot sleeping (BYO sheets/sleeping-bag-liner/pillow). THE 125MILERS AND MINGUS TRAVERSE DISTANCES HAVE A DIFFERENT AID STATION IN SEDONA FROM THE 250, THEIR AID STATION IS THE SEDONA RANGER STATION AID STATION.



Sedona Posse Grounds Aid (159.1) to Schnebly Hill Aid Station (175.7) (16.6 miles w/ +3,566’ & -1,634’)
Did we say the last section was our favorite? Scratch that, this section is even better! Leave the aid station and quickly hit the out-n-back, the same route on which you just came into the aid station, so don’t be confused by 2-way traffic. When you reach AZ89A, turn left to stay on the sidewalk for about ½ a mile and then left at the Adobe Jack Trailhead. A few turns on single-track takes you under AZ89A through a box culvert. Pop out in a dirt parking area and continue straight ahead to dip down on a private little road which dead ends into Brewer Road. Cross Brewer and continue on Ranger Road which takes you past the Sedona Ranger Station Park, the Mingus Traverse Finish Line as well as an aid station for the Sedona Canyons 125. 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 can relax from some heavy navigation through Sedona into 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. **If you have a fear of heights and are not used to traversing slickrock, this section may be scary for you.** The trail eventually spits you back out onto Schnebly Hill Road where another mile of climbing brings you to a water station at mile 170.4. 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 off the main road takes you to Schnebly Hill Aid.

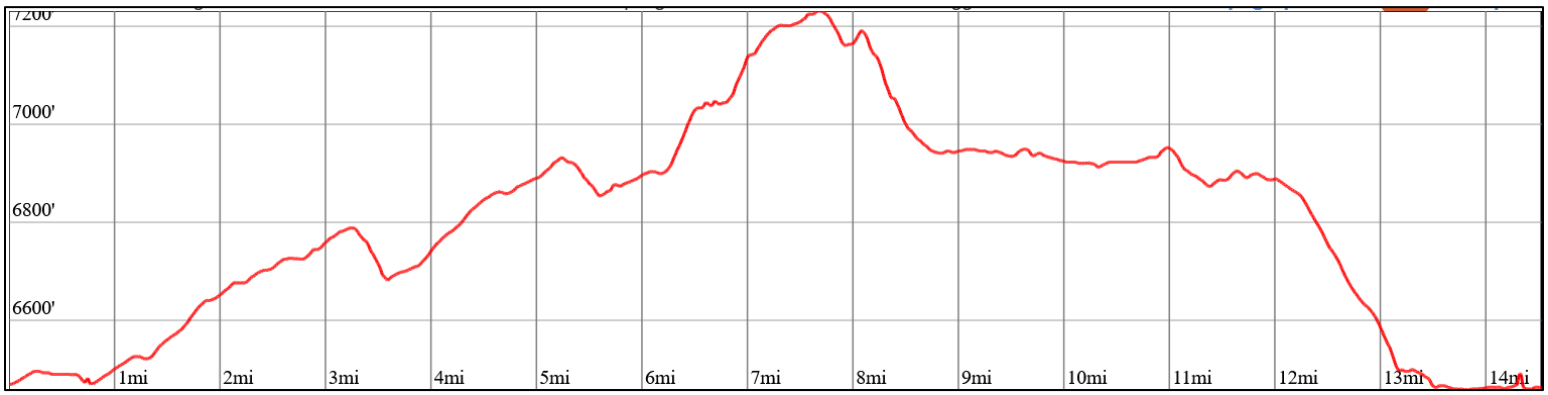
NOTES – **GEAR CHECK mandatory for all runners & pacers leaving Sedona Posse Grounds**. If you do not have the Required Gear + Cold Weather Gear, you will not be able to leave Sedona. This section can also be brutally hot during the day. Lots of turns in here, so check your location periodically. Poles 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 pacer/crew and drop bags.



Schnebly Hill Aid Station (175.7) to Munds Park Aid Station (190.1) (14.4 miles w/ +1,241' & -1,248')
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.

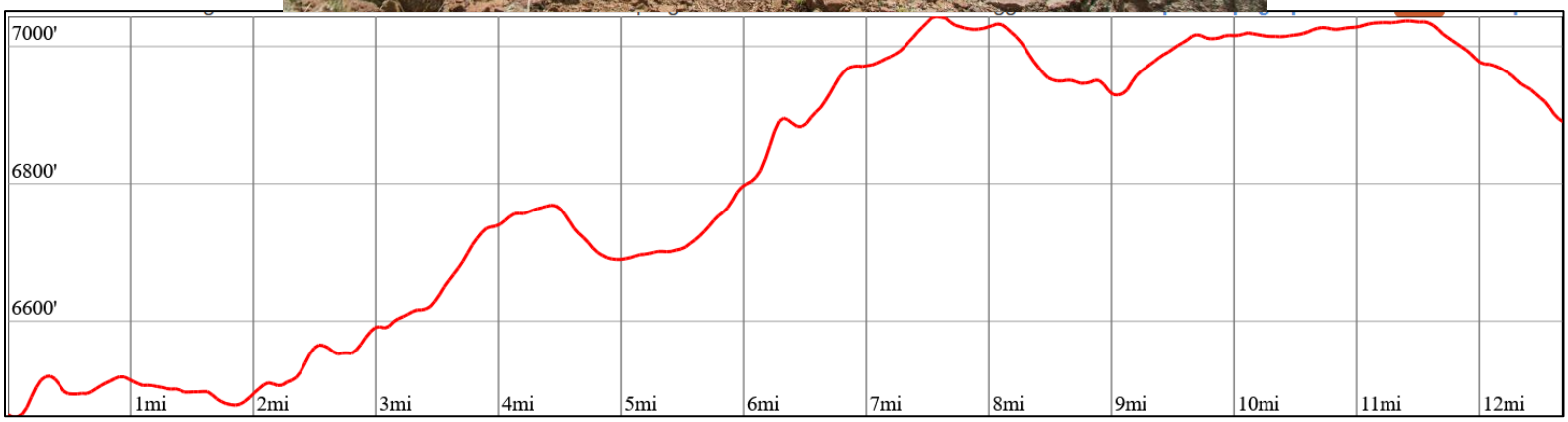
Now officially up on the Coconino Plateau, you are entering the largest contiguous Ponderosa Pine Forest in the world and will have long stretches of well graded dirt roads. Work those legs out and make good time after that big climb up Schnebly Hill. Directly out of the aid station you'll pass under 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 a short walk away at the temporary storage facility. No parking at 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 (190.1) to Kelly Canyon Aid Station (202.8) (12.7 miles w/ +999’ & -573’)
The Munds Park Aid Station sits on the side of Kotas Coffee and the forest sits directly behind the aid station. Your pacers can join you once again at Munds Park. 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’re headed in the right direction. Mile 200, woot woot! Before you know it, you’ll be at Kelly Canyon Aid Station.

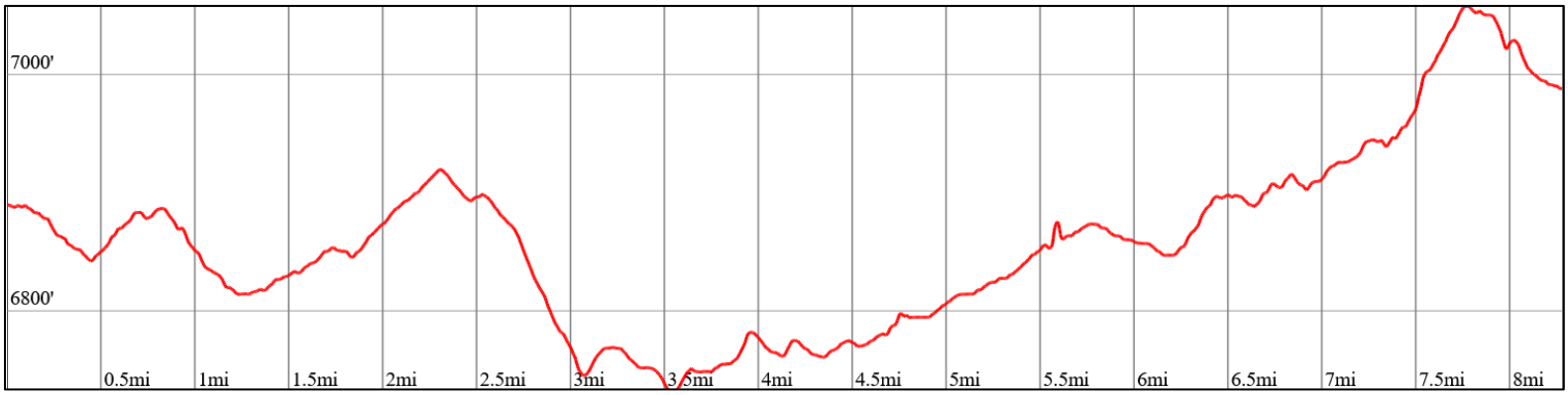
NOTES – **GEAR CHECK mandatory for all runners and pacers leaving Munds Park**. If you do not have the Required Gear + Cold Weather Gear, you will not be able to leave Munds Park. Average nighttime temps on the Plateau are in the upper-30s°F. That’s pretty cold if you have an issue and stop moving. BE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



Kelly Canyon Aid Station (202.8) to Fort Tuthill Aid Station (211.1) (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.

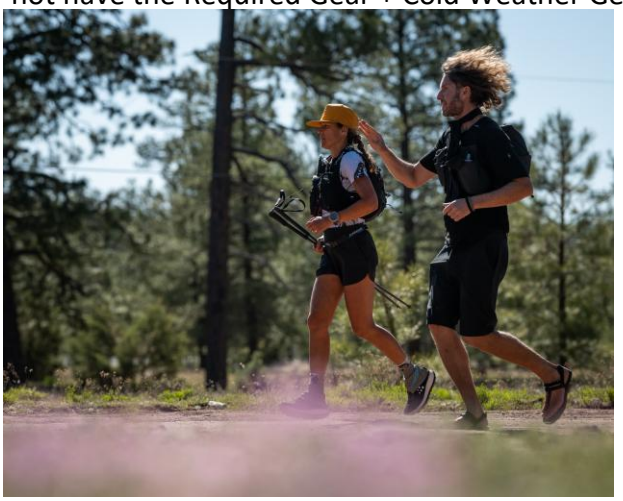
After a short distance the Highland Trail crosses Hwy89A, use extreme caution as cross traffic does NOT stop. After the crossing, the trail continues rolling up and down towards Fort Tuthill. A last right turn takes you off singletrack and onto a dirt road which leads you right into the Fort Tuthill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

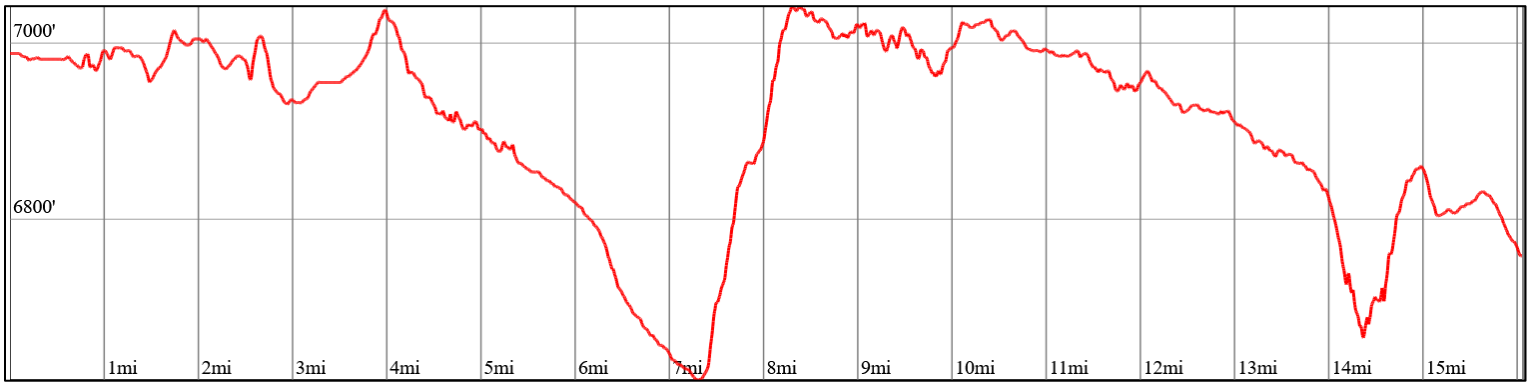
NOTES – Average nighttime temps on the Plateau are in the upper-30s°F. That’s pretty cold if you have an issue and stop moving. BE PREPARED. You’ll have access to pacers, crew, and drop bags at Fort Tuthill, as well as an indoor cot sleeping area (heated space).



Fort Tuthill Aid Station (211.1) to Walnut Canyon Aid Station (227.2) (16.1 miles w/ +1,419' & -1,649')
Fort Tuthill, originally built in 1930 as a Summer training facility for the National Guard, it is also the start line of the Flagstaff Crest 40 mile distance which starts Friday morning at 7am. The 250, 125, & 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 125 course stays straight and you will take two quick rights on trails to go under I-17. After the underpass, turn left out of the wash and cross Pulliam Rd, **watching for traffic**. The next 1.5 miles weave through a number of wide cinder running paths. Pay attention for numerous turns through this section as you work your way around the airport on the Flagstaff Loop Trail. Cross Lake Mary Road, again **looking for traffic**, and continue along YX Ranch Road for a ¼-mile before turning right onto the Flagstaff Loop Trail. A quick succession of turns (L, R, L) takes you into Skunk Canyon where the Flagstaff Crest distance splits away to the left. The 250 course stays straight, which will lead you to the mouth of Walnut Canyon at Fisher Point, a really amazing viewpoint up the canyon with a cool little cave. Turn left here to climb steeply out of Walnut Canyon and a quick right to get on the storied Arizona Trail (The AZT spans 800 miles South-to-North across the entire state of Arizona from Mexico to Utah). The next 5 miles of trail is great single-track, a little technical at times, which keeps closely to the rim of Walnut Canyon. Through this section there are lots of junctions for trails and roads off to the left. Other than two trails that go off to lookouts points on the right, the course takes all right junctions in this 5-mile stretch. At mile 226 the trail starts to climb steeply away from the canyon and after two switchbacks, leads you up to a forest road trailhead. Continue on the AZT for a couple of turns and you'll find yourself at the Walnut Canyon 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.



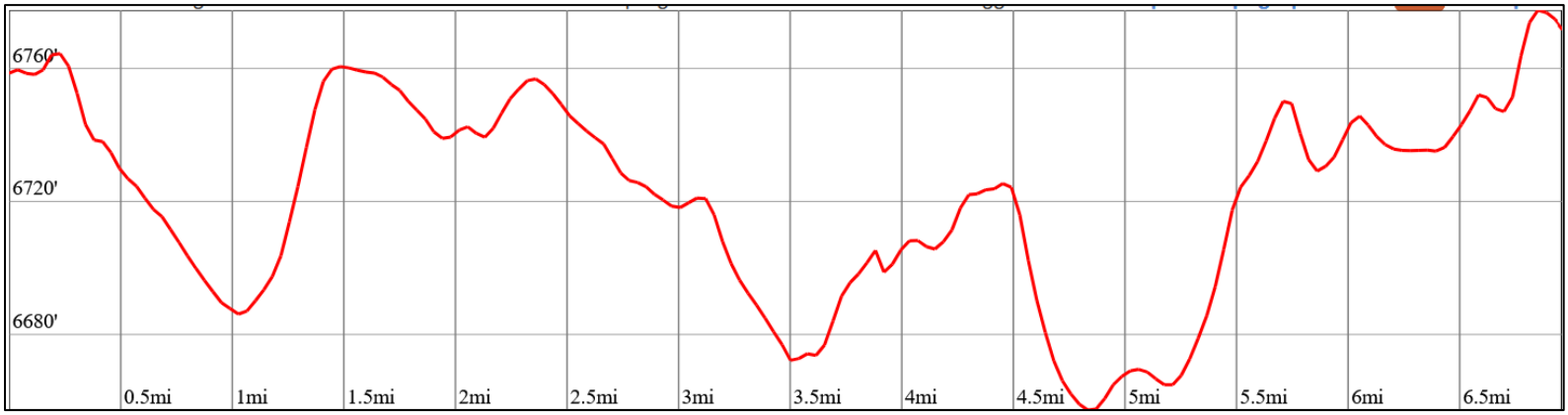


Walnut Canyon Aid Station (227.2) to Wildcat Hill Aid Station (234.2) (7.0 miles w/ +469’ & -456’)
Leave the aid station by turning left onto Old Walnut Canyon Rd and quickly turn right onto an old double-track. Keep what wits you have left about you as the next 2.5 miles has numerous turns back and forth on double-track before jumping back onto single-track to cross under the I-40 culvert. Turn left on Historic Route 66 (taking care for vehicles) for a quarter mile and then right onto a dirt road and then a quick left back onto the AZT. Weave your way through a handful of intersections as you gaze up at the Wildcat and Sheep Hill cinder cones. These cinder mini-mountains are remnants of the last eruptions, 1000 years ago, around what is now the Flagstaff area.

A left turn takes you off of the AZT and onto the Tom Moody Loop Trail which runs past the Rio de Flag narrows, a waterfall, and petroglyphs left by the Northern Sinagua peoples over 1,200 years ago. This is a great reminder of whose lands on which we run. The course traverses many Indigenous, traditional, and ancestral lands. Offer your thanks and respect to all ancestor’s past, present, and future. We are all so lucky to enjoy this beautiful earth.

The trail pops out at the Picture Canyon Trailhead where you turn left for a short out-n-back section to the Wildcat Hill Aid Station, located at the Wildcat Hill Water Treatment Plant. Don’t worry, we filter the water.

NOTES – You have access to crew and drop bags at Wildcat Hill and yes, it’s still very cold at night.

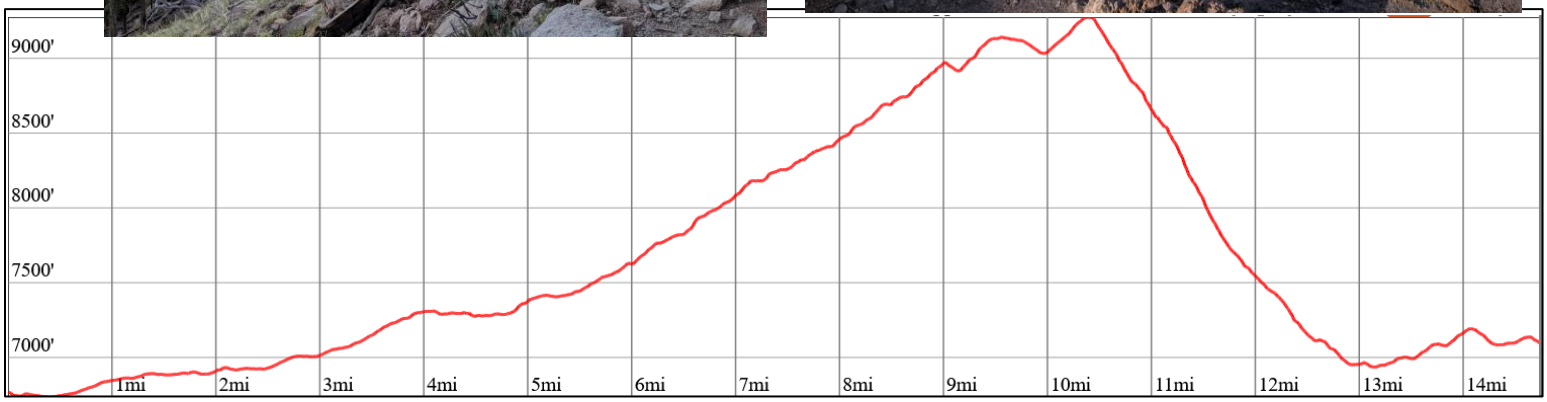


Wildcat Hill Aid Station (234.2) to Trinity Heights Aid Station (249.5) (15.3 miles w/ +3,386’ & -3,055’)

The good thing is, you are almost done. The bad thing is, you’ll have to go up and over Mount Elden. The other thing is that there more mating pairs of the endangered Mexican Spotted Owl at the top of Elden. Since their hatchlings are emerging in early May, we 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, per mandate from the Forest Service. This means **NO PACERS from Wildcat Hill to the Finish**. We are real sorry about this one.

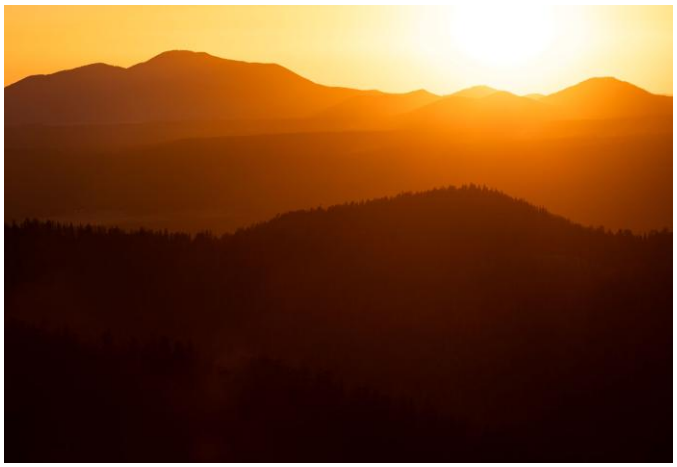
Leave Wildcat Hill through the short out-n-back section and a couple of lefts will put you back on the AZT. The next mile gives you a full frontal of your new best frenemy, Mount Elden. Oh boy. Pass under AZ89A through a box culvert and then pay attention for the next 3 miles as the trail turns through tons of intersections. A left turn puts you onto the New Heart trail which is a really well constructed single-track with a surprisingly runnable (probably more like moderate hike-able) grade of less than 500’/mile for 4-miles. Crest the ridgeline over 9000’ and next 1.5 mile ridgeline run with endless views and Aspen groves is well worth the climb. A sharp right and then left turn takes you off of the single-track and on to Elden Lookout Road. The climb/ridge you just came up is a great change, the plumet you are about to make might not be so great. Good with the bad, you know? Hit the summit of Elden Mountain and takeoff down the Elden Lookout Trail. If we haven’t painted the experience appropriately yet; you’ll drop 2000’ in 2 miles covering 40 steep and technical switchbacks with big steps down. Sorry! When you finally come to rest at the bottom, wipe the tears and turn right onto the Forces of Nature trail. You’ll need to pay close attention as this section has a billion social trail junctions and then arrive at the FINAL AID STATION of your adventure, Trinity Heights Aid Station.

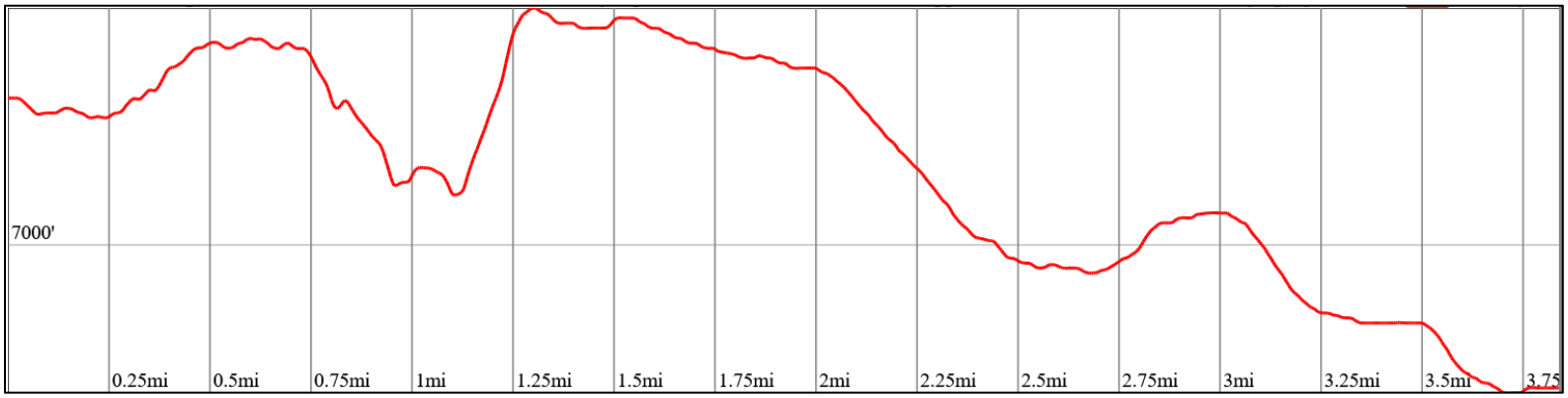
NOTES – **GEAR CHECK mandatory for all runners and pacers leaving Wildcat Hill**. If you do not have the Required Gear + Cold Weather Gear, you will not be able to leave Wildcat Hill. Avg nighttime lows on Elden are around 25°F and the wind is often whipping, bringing the wind chill below 0°F. BE PREPARED.



Trinity Heights Aid Station (249.5) to FINISH at Heritage Square (253.5) (4.0 miles w/ +252’ & -453’)
Wasn’t this race supposed to be 250 miles? WTF!?! Well, you only have 4 miles to finish! Are you smiling? Are you crying? Are you doing both? Leave Trinity Heights on the Pipeline Trail, a wide rocky path crisscrossed by lots of social trails. After ¾ of a mile turn left followed by another left to get on Lower Oldham trail which will take you right into the heart of Buffalo Park. Behind you are the snowcapped San Fransico Peaks. Infront of you is the finish at Heritage Square. Touch the buffalo at the entrance of the park and turn right onto the Switzer Canyon cinder path. Cross the intersection and continue west on Forest Avenue. Beaver Liquors is your que to turn left on Beaver Street as you pick up speed for your final mile. Take the famous LEFT ON BIRCH and a right into Cocodona Alley. You are changed. You are a Cocodona finisher. And. You. Are. Done…literally. Congrats!

NOTES – Friends, family, crew, pacers, doggies, and all can join you from Buffalo Park to the finish line. Please stay on the sidewalks and do not run in the road.





Happy running!