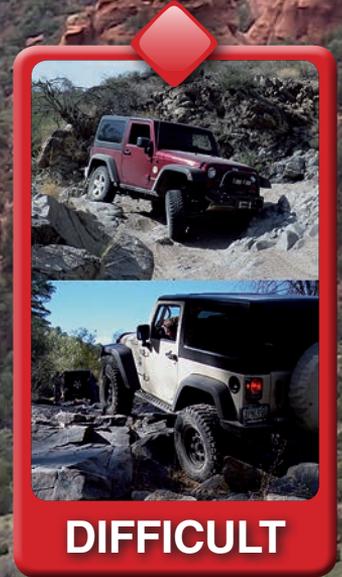


Second Edition • 100 Trails

GUIDE TO
**Arizona
Backroads &
4-Wheel-Drive
Trails**



Charles A. Wells & Matt Peterson

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Second Edition

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GUARANTEE OF SATISFACTION

We guarantee you will enjoy the trails in this book. If not, or if you are dissatisfied with the book in any other way, return it to us for a full refund. Or, call our toll-free number during business hours at 1-877-222-7623. We promise to do whatever it takes to make you happy.

DISCLAIMER

Travel in Arizona’s backcountry is, by its very nature, potentially dangerous and could result in property damage, injury or even death. The scope of this book cannot predict every possible hazard you may encounter. If you drive any of the trails in this book, you acknowledge these risks and assume full responsibility. You are the final judge as to whether a trail is safe to drive on any given day, whether your vehicle is capable of the journey and what supplies you should carry. The information contained herein cannot replace good judgment and proper preparation on your part. The publisher and authors of this book disclaim any and all liability for bodily injury, death or property damage that could occur to you or any of your passengers.

We have made every effort to update trails to match U.S. Forest Service Motor Vehicle Use Maps (MVUMs) that were available at the time of this writing. We cannot match maps that have not yet been issued or keep up with annual changes to existing maps. We will attempt to report changes on our website, but make no guarantee of accuracy. You are ultimately responsible for following the latest and correct MVUM. In addition, OHV laws described in this book change constantly. We do our best to keep up with them; however, you are ultimately responsible to know the correct and latest laws. The publisher and authors of this book disclaim any and all liability for fines or other punishment that could result from being on the wrong trail or breaking the law.

Note: Telephone numbers and websites that appear in this book were verified May 2012.

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Green = Easy, Blue = Moderate, Red = Difficult

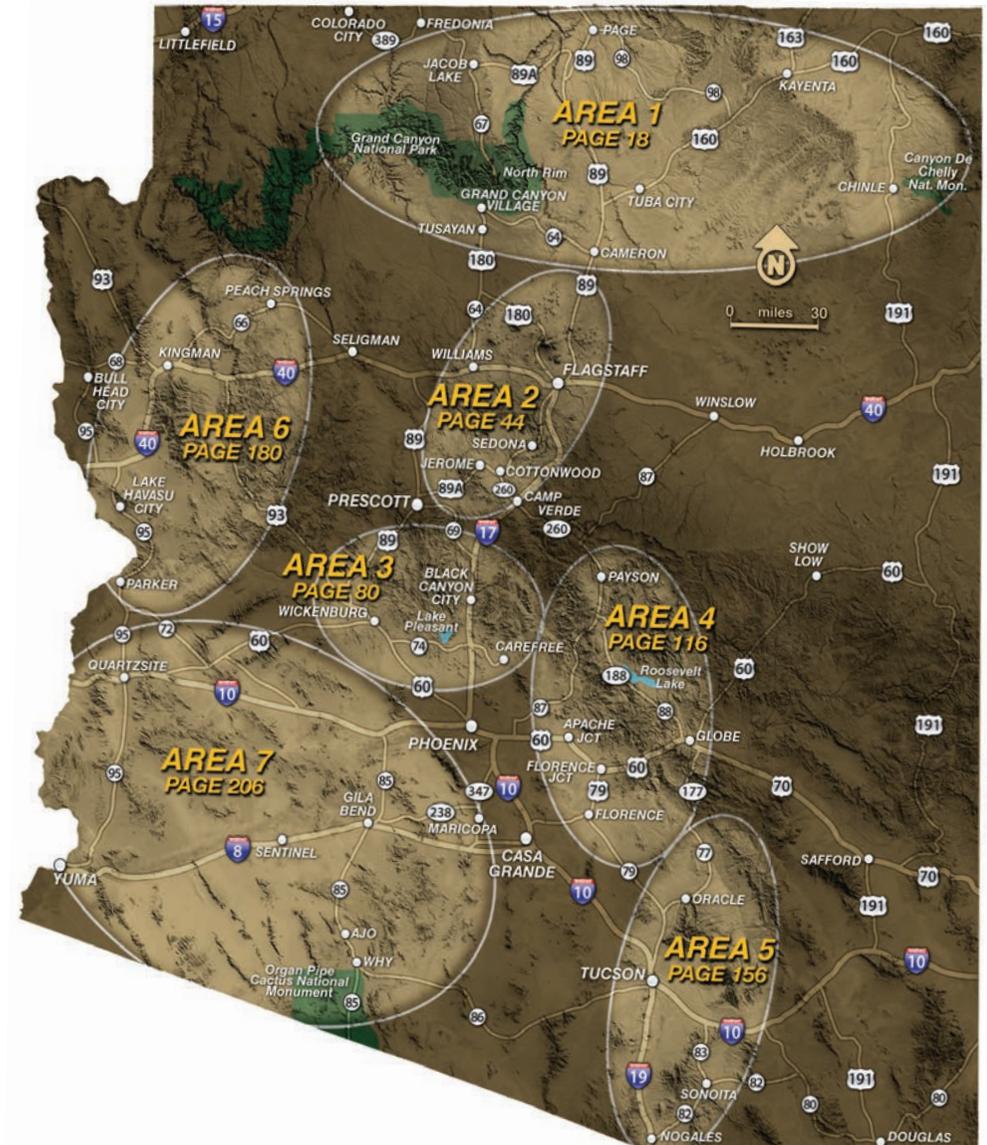
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To find a trail, use list at left and map below to determine in which area a trail is located, then turn to the page indicated. Detailed area maps will direct you to individual trails.



TRAIL RATINGS DEFINED

Trail ratings are very subjective. Conditions change for many reasons, including weather and time of year. An easy trail can quickly become difficult when washed out by a rainstorm or blocked by a fallen rock. You must be the final judge of a trail's condition on the day you drive it. If any part of a trail is difficult, the entire trail is rated difficult. You may be able to drive a significant portion of a trail before reaching the difficult spot. Read each trail description carefully for specific information.



Easy

Gravel, dirt, clay, sand, or mildly rocky road. Gentle grades. Water levels low except during periods of heavy runoff. Full-width single lane or wider with adequate room to pass most of the time. Where shelf conditions exist, road is wide with minor sideways tilt. Clay roads, when wet, can significantly increase difficulty. Some trails can be driven in 2WD under ideal conditions. Others will need 4WD and, in some cases, low-range gearing.



Moderate

Rutted dirt or rocky road. Careful tire placement may be necessary. Some grades fairly steep but manageable if dry. Soft sand possible. Sideways tilt will require caution. Narrow shelf roads possible. Backing may be necessary to pass. Water depths passable for stock high-clearance vehicles except during periods of heavy runoff. Mud holes may be present especially in the spring. Undercarriage may scrape occasionally depending on ground clearance. Rock-stacking may be necessary in some cases. Brush may touch vehicle. Four-wheel drive, low range, and higher ground clearance required in most cases. Standard factory skid plates and tow hooks recommended on many trails.



Difficult



Grades can be very steep with severe ground undulation and large boulders. Sideways tilt can be extreme. Sand hills very steep with soft downslopes. Deep water crossings possible. Shelf roads extremely narrow; use caution in full-size vehicle. Passing may be difficult with backing required for long distances. Brush may scratch sides of vehicle. Body damage possible. Some trails suitable for more aggressive stock vehicles but most trails require vehicle modification. Lifts, differential lockers, aggressive articulation, and/or winches recommended in many cases. Skid plates and tow hooks required.

Author's Vehicles:

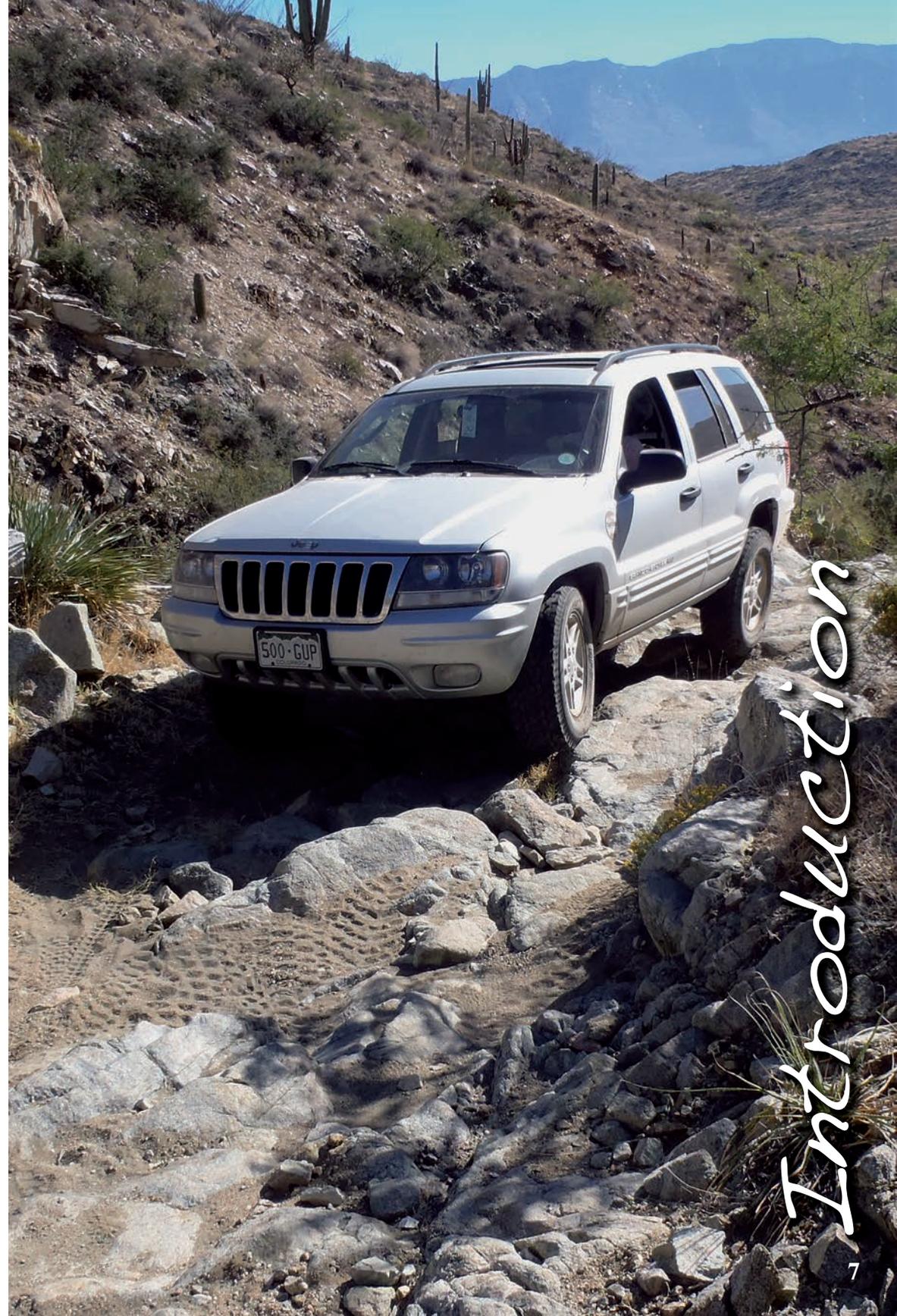
 (See photos)

A. 2002 Grand Cherokee: Stock 4WD, skid plates and tow hooks, A/T tires and CB radio.

B. 2012 Jeep® Rubicon 4-DR: Standard equipment includes lockers front and rear and push-button, quick-disconnect sway bar. Added CB radio and front steel bumper with brackets to tow vehicle behind motorhome.

C. 2012 Jeep® Rubicon 2-DR: Standard equipment includes lockers front and rear and push-button, quick disconnect sway bar. Added 3-inch lift, front heavy-duty bumper and CB radio. (We traded-in our 2001 white Wrangler on this vehicle while in Arizona.)

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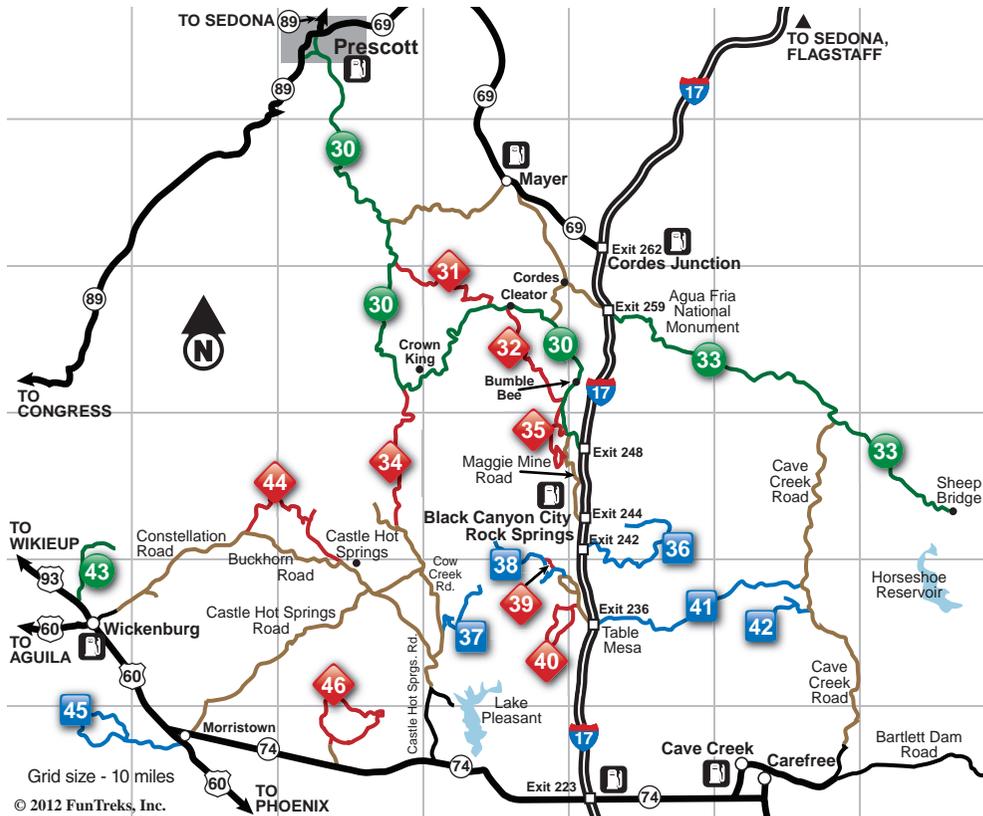
Introduction

Green = Easy, Blue = Moderate, Red = Difficult

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North Phoenix, Prescott, Crown King, Carefree, Wickenburg

Just north of Phoenix and south of Prescott are some of the most popular trails in the state, many easily accessible from Interstate 17. Trails like the *Backway to Crown King* and *Wickenburg Mountains* are important historically, but are also great 4-wheeling adventures. Many new trails have been added to this area, including several around Black Canyon City and two more near Wickenburg. The Table Mesa area has now been recognized by the Bureau of Land Management as a legitimate 4-wheeling recreation area. Most importantly, they have legalized several popular extreme trails, which they call TV (technical vehicle) routes. We've included just one, *Terminator*.



Desoto Mine, Trail #31, rated difficult. You'll want a good spotter for this steep, tippy spot.

Bloody Basin Road



AREA 3 map on page 80



Sheep Bridge is for foot traffic only. Note old concrete foundations on south side of existing bridge.



Hidden petroglyphs. See GPS location on map.



Side trip at Waypoint 04 leads to this stone cabin.



Natural hot springs rigged to flow into tubs.

Historical Highlight: Most people drive this route to see the impressive Sheep Bridge at the end. The 476-ft. suspension footbridge was first built in 1943 and rebuilt in 1989. The old foundations remain in place. The 71,000-acre Agua Fria National Monument was created in 2000 and contains over 400 archaeological sites, some 2,000 years old. Please learn and obey special rules for the area. "Bloody Basin" got its name from the Battle of Turret Peak in 1873, during which 26 Tonto-Apache Indians were killed in retaliation for earlier Indian atrocities.

Overview: Much of this long trip passes through Agua Fria National Monument. Take time for side trips to see archaeological sites and petroglyphs shown on map. The highest point of the trip nears 5,000 feet, where you'll enjoy expansive views on a clear day. Unlicensed vehicles are allowed throughout the area. There are natural hot springs hidden in thick brush below and slightly north of the bridge on the west side.

Rating: Easy: A well-maintained road that gets a bit rockier as you descend to the bridge. Wet weather creates muddy

conditions, especially on side trips.

Stats: Length: Almost 38 miles one way plus side trips. Time: Allow full day. Elevation: 2,069 to 4,954 ft. Open all year. Best March-November. Hot in summer. No fee to enter or camp.

Current Conditions: Agua Fria N. M. BLM, Phoenix (623) 580-5500. Tonto N.F, Cave Creek R.D. (480) 595-3300.

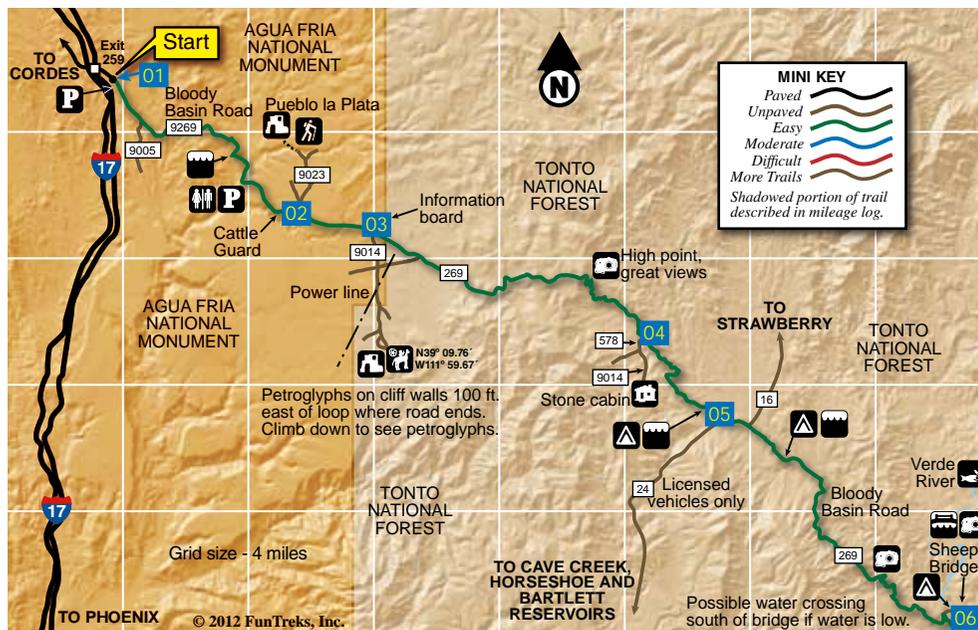
Getting There: Get off Interstate 17 at Exit 259. On east side, go past parking area and continue southeast on 9269.

START MILEAGE LOG:

- 0.0 Zero trip odometer [Rev. Miles] Head south from parking area on wide Bloody Basin Road 9269. [37.5] **01 N34 16.956 W112 07.113**
- 1.4 Continue straight where 9005 goes right. [36.1]
- 6.0 Vault toilet and parking area on right. [31.5]
- 8.4 Continue straight. Road 9023 on left goes 1.3 miles to Pueblo La Plata, large ruin of prehistoric Indian village. [29.1] **02 N34 14.130 W112 01.760**
- 10.7 Continue straight past kiosk. Road 9014 goes right about 5 miles to Indian petroglyphs and more ruins. [26.8] **03 N34 13.673 W111 59.504**
- 11.2 Cross Tonto National Forest boundary. [26.3]
- 17.9 High point with great views begins descent towards Verde River. [19.6]
- 21.5 Continue straight. Road 578 on right goes to old stone cabin. [16.0] **04 N34 11.105 W111 51.488**
- 25.6 Continue straight where Cave Creek Road, F.S. 24, goes south. [11.9] **05 N34 09.342 W111 49.317**
- 37.5 Trail ends at Sheep Bridge, foot traffic only. Road continues south and crosses river. Water is seldom shallow enough to cross. Just before bridge, a rocky road goes left downhill to a sandbar next to river. [0.0] **06 N34 04.678 W111 42.494**



Road gets steeper near river.



High point of trip offers expansive views on a clear day.



We started at Bradshaw Foothills Staging Area.



Watch for brightly painted rock at Waypoint 03.



Lockers helped here. No bypass.



Structure at Tiger Mine from our ATV trip in 2007.

Historical Highlight: Once you reach Forest Road 192, you will begin passing through a once thriving mining area. Oro Belle Mine marks the townsite of Harrington, which had a post office and saloon in 1904. Many hidden mines dot the hillside as you climb, including the Tiger Mine. Watch for a road to the left 1.2 miles after the Oro Belle Mine. For a complete history, read: "Crown King and the Southern Bradshaws," by Bruce M. Wilson (ISBN: 0962757306).

Overview: Popular and challenging 4-wheel-drive route with lots of history. We've driven this trail several times over many years, and each time conditions were dramatically different. Our last drive found the middle portion difficult and the upper portion easy, just the reverse of previous trips. Unlicensed vehicles are allowed on roads inside Prescott National Forest. You should be street legal (no kids) to ride on Cow Creek Road, but we saw several ATVs that were not. Fines are possible.

Rating: Difficult: Very steep and rocky in spots. Elevation gain over 4,600 ft. High clearance and 4WD required. In our stock 4-door Rubicon, we used our lockers several times. ATV riders should be very skilled.

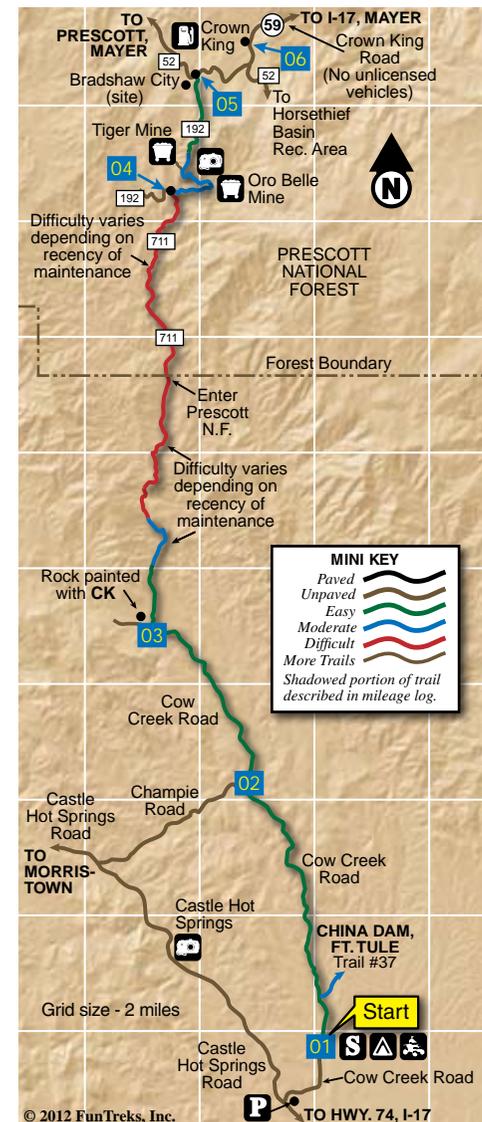
Stats: Length: 25.3 miles as described. Time: Allow 3 to 5 hours. Elevation: 1,872 to 6,510 ft. Best time to go: June-September.

Current Conditions: Prescott N.F., Bradshaw R.D. Call (928) 443-8000.

Getting There: From I-17, Exit 223 at Carefree, head west 11.2 miles on Highway 74. Turn right on paved Castle Hot Springs Road just after Mile Post 19. Go north 5.6 miles to "T" and turn left. Continue on wide gravel road another 2.9 miles and turn right on Cow Creek Road. Continue north another 1.5 miles to kiosk on right, which marks staging and dispersed camping area. No fee is required since you are north of Lake Pleasant Regional Park.

START MILEAGE LOG:

- 0.0 Zero trip odometer [Rev. Miles] Head north on Cow Creek Road from staging. [25.3] **01 N33 57.036 W112 18.781**
- 1.1 Continue straight. Steep hill on right is Trail #37. [24.2]
- 5.8 Stay right on Cow Creek. Left is Champie Rd. [19.5] **02 N34 01.183 W112 20.253**
- 9.8 Turn right and continue north at large rock painted with "CK." [15.5] **03 N34 03.643 W112 21.937**
- 16.0 Enter Prescott N.F. Road becomes 711. [9.3]
- 16.8 Road swings right uphill and gets tougher. [8.5]
- 19.8 Make a hard right up switchback. You are now on F.S. 192, where road gets easier. [5.5] **04 N34 10.349 W112 21.659**
- 20.6 Just after Oro Belle Mine, make a hard left and begin climbing narrow shelf road. [4.7]
- 22.5 Stay right on main road. Lesser road to left goes to interesting Tiger Mine. Watch for snakes. [2.8]
- 23.6 Turn right on Senator Highway 52. Bradshaw City Townsite is short distance to left. [1.7] **05 N34 11.895 W112 21.185**
- 24.7 At major "T" intersection, turn left. (Horsethief Basin is right.) [0.6]
- 25.3 Small road on left goes to town of Crown King. Gas at C.K. General Store, Call 928-632-7911. [0.0] **06 N34 12.338 W112 20.260**



4,600-ft. climb.



Steep downhill sections, too.



Trail is narrow in places. Don't be in a hurry.



Grateful to find gas at any price at the Crown King General Store.



Once you leave the interstate, you quickly find yourself in remote backcountry.

Overview: Trail climbs through remote high Sonoran Desert into Tonto National Forest. A State Trust Land permit is required west of forest boundary (see page 16). Unlicensed ATVs, UTVs and dirt bikes are allowed on this trail, provided they have the above permit. At the end of the trail, licensed vehicles can head south on F.S. 24 to Carefree or north to Bloody Basin Road, Trail #33. Camping is allowed on state land (with permit) at the start of trail.

Rating: Moderate: Steep rocky climbs and rutted, washed-out conditions. River

is often dry, but can be deep after heavy rains. Most of the trail is easy.

Stats: Length: 19 miles. Time: About 3 hours. Elevation: 2,230 to 4,330 ft. Open all year. Best time to go: Mid Feb.-May, Sept.-Nov.

Current Conditions: Tonto National Forest, Cave Creek Ranger District. Call (480) 595-3300.

Getting There: Get off Interstate 17 at Table Mesa Road, Exit 236, and head east on wide dirt road.

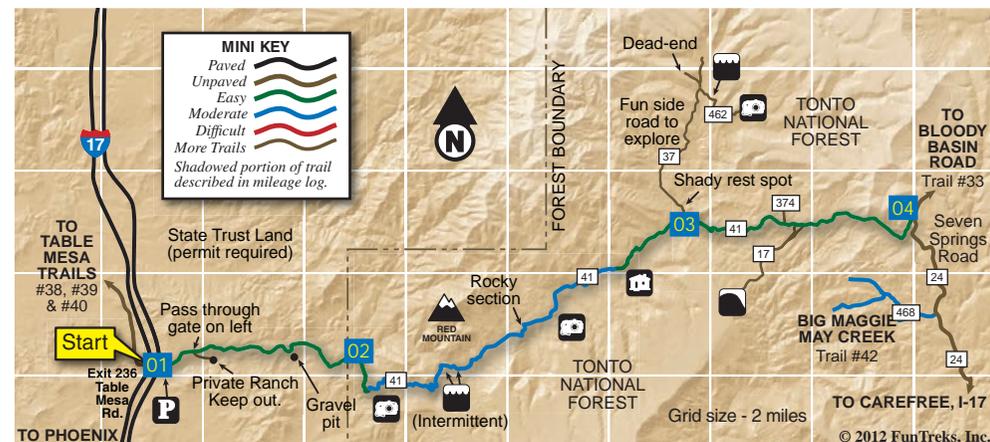
START MILEAGE LOG:

- 0.0 Zero trip odometer [Rev. Miles]
Head east on Table Mesa Road. [19.0]
01 N33 58.119 W112 07.517
- 1.0 Turn left through marked gate. (Right is private ranch. Stay out.) [18.0]
- 4.1 Cattle guard marks forest boundary. [14.9]
- 4.3 Bear right on more traveled road. [14.7]
02 N33 58.336 W112 03.793

- 5.1 Follow rocky road uphill past clearing. [13.9]
- 7.4 Cross river. [11.6]
- 7.8 Cross river again. Driver's choice after you cross. Left side is more difficult. [11.2]
- 11.5 Continue straight at water tank and old cabin foundation. [7.5]
- 13.4 Turn right on F.S. 41. Left is fun side trip on Forest Road 37. [5.6]
03 N34 00.574 W111 57.276

- 16.0 Continue straight where F.S. 17 goes right. [3.0]
- 19.0 End of trail at Cave Creek Road, F.S. 24. [0.0]
04 N34 00.547 W111 52.794
Turn right to get back to I-17 through town of Carefree. Left on 24 goes north to Bloody Basin Road, Trail #33.

Trail updates & GPS downloads at www.funtreks.com



Unlicensed ATVs allowed with state land permit.



More difficult after Waypoint 02.



F.S. Road 41 winds through foothills.



Turn left through this gate at start of trail.



The 100 trails in this book may be the best batch of Arizona 4x4 trails ever put together in one place. Whether you are a newcomer to 4-wheeling or an experienced veteran, you are sure to have fun. In fact, we guarantee it. (See page 2.)

The trails are grouped into seven key areas where we found the best 4-wheeling. Trails cover both mountain and desert terrain. Many are convenient to major cities. (See pages 4-5 for complete Trail List and Trail Finder.)

A color format makes planning your next adventure simpler than ever. Easy, moderate and difficult routes are color coded, while symbols quickly show kinds of vehicles allowed on each trail. This includes unlicensed UTVs, ATVs and dirt bikes. (See pages 8-9.)

A separate mileage log ties numbered locations along the route to a custom map featuring a relief background. GPS coordinates are provided for each numbered location. Included are reverse mileages for all trails and historical highlights.

All this is supported by an active website, which includes free trail updates, GPS downloads and an email newsletter.



Schnebly Hill Road

Overview: Towering red rock buttes set against a backdrop of deep-green forest and clear blue sky make this road one of Arizona's most photogenic. A great way to enter Sedona from I-17 if coming from Flagstaff. Many hiking trails on the more scenic lower half of road. Recommended unlicensed vehicles start at top end where you can park, camp and enjoy mile trails. No camping below Vista Point. Trail is closed from I-17 to Merry Go-Round Rock in winter, approximately December through April.

Rating: Easy. Rough, bumpy road, but when dry, is suitable for almost any high-clearance SUV.

State: Length: This portion is 10.7 miles. Time: 1 to 1.5 hours plus stop time. Elevation: 4,523 to 5,512 ft. Best time to go: May-October. Best views on clear to partly cloudy day.

Current Conditions: Closed to N.E. Road Rock R.D. Call: (920) 200-7900.

Getting There: From the roundabout at the intersection of Hwy. 89A and 170 in Sedona, head south on 170 to next roundabout. Circle around and head northeast on well marked Schnebly Hill Road. Go about one mile on pavement to parking lot and left on to left. Road changes to dirt just after parking lot.

MILEAGE LOG

- 0.0 Schnebly Hill Road
Head east 0.5 mi on 170 to paved pavement road.
- 0.1 Schnebly Hill Road
Go 0.1 mi to 0.1 mi mark.
- 0.2 Round Rock
0.2 mi
- 0.3 Vista Point
0.3 mi
- 0.4 Merry Go-Round Rock
0.4 mi
- 0.5 Vista Point and parking lot
0.5 mi
- 0.6 Continue straight to top of Schnebly Hill Road. Road is winding to left. Go 0.1 mi to 0.6 mi mark. This is an very rough road to end of road. Go 0.1 mi to 0.6 mi mark. This is an very rough road to end of road. Go 0.1 mi to 0.6 mi mark. This is an very rough road to end of road.
- 0.7 Continue straight to top of Schnebly Hill Road. Road is winding to left. Go 0.1 mi to 0.6 mi mark. This is an very rough road to end of road. Go 0.1 mi to 0.6 mi mark. This is an very rough road to end of road.
- 0.8 End of Schnebly Hill Road
Go to End 0.02 mi to top of road.
- 0.9 End of Schnebly Hill Road
Go to End 0.02 mi to top of road.
- 10.0 End of Schnebly Hill Road
Go to End 0.02 mi to top of road.

