

# How to use the Race Across the West Route Book

The nine hundred thirty mile route designed for the 2023 Race Across the West is divided into 15 sections with a designated Time Station at either end. Sections average about 70 miles (100 km) in length with one in Arizona approaching Flagstaff over 100 miles long. Time Stations are defined as specific locations, frequently highway intersections, at which the racers' times are reported to race headquarters by the Crew. Some of the Time Stations are staffed by volunteers there to provide information, help and other services appropriate to the location. They may be set up anywhere within visual range of the timing location designated in the Route Book where they can best provide their services, usually close to the timing point and on the right side shoulder or curb of the route highway.

With the exception of special pages covering start procedures each route section is specified in detail on two facing pages of the Route Book. On the left hand page is a topographic map of that section with detailed inserts to clarify places where several turns occur close together or where other amplification is considered useful. Below the map is an elevation profile of the route in that section. Be careful to note the vertical elevation and horizontal terrain mileage scales of these charts as each is adjusted to fill the same space on the page. Distances are in US statute miles following the route terrain similar to measuring with a precision odometer and elevations are in feet above the WGS 84 datum sea level.

The right hand page contains the specific instructions for following that section of the route in tabular format. Column headings are: **ref**, **mile**, **turn**, (description), and **elevation** and are explained in the following paragraphs.

**ref** A **reference** designation assigned in sequence to each line in the instructions which specifies action at that particular location.

- Time Station **ref** designations are TS01 through TS15.
- “Turns” have **references** starting with two digits for the number of the next Time Station ahead followed by a letter which allows you to put all the turns in a section in proper sequential order. After this is a hyphen (dash) followed by a one or two letter abbreviation indicating what the Route Book directs you to do at this location. There aren't many choices: an L or an R suggests a left or right turn of about 90 degrees or more whilst BL and BR refer to turns which are less than 90 degrees (bear left and bear right). An S means to go straight and is seldom used except when the road you are on turns but the intent is for you to continue in a more or less straight direction onto the connecting road, or some other unusual situation.
- These **ref** designations are useful cross **references** between the Route Book and points displayed by a GPS receiver on a bike or in a vehicle or shown on the screen of a computer running mapping software. In addition the **ref** designation is also handy in communications, both with your Crew and with Race Headquarters. “We are three miles before 6F.” immediately conveys a complete Route Book **reference** without worrying about page numbers or location names. Similarly should a racer be proceeding alone and carrying a handheld GPS receiver to count down the distance to the next turn, the name (**ref**) of the turn, if the gadget can display it, tells him in simplest terms what to do when he gets there. You will probably find other uses for the convenient **reference** label in coordinating racer support.

**mile** Every instruction in the Route Book refers to a location along the route. The mile number is the odometer or terrain distance along the route since the previous Time Station.

- For this number to be most useful the driver must remember to rezero the trip odometer of his vehicle at each Time Station and then realize that if the vehicle has to depart from the specified route (stop for gas or whatever) the odometer may no longer correspond to the miles indicated in the Route Book.
- For convenience, those miles which correspond to **referenced** turns or other action are in **boldface (dark) print**. It is recommended that crews also use colored highlighter pens to further emphasize these points. Missing a turn can ruin your whole day by immensely annoying the cyclist.

- If two lines of instruction refer to points less than .1 mile apart the second will normally have “**Imm**” for “immediate” in the mile column or perhaps “1 blk” for one city block (the distance to the next intersection).

**turn** This column contains the spelled out **LEFT**, **RIGHT**, **br LEFT**, **br RIGHT**, and **straight** instructions abbreviated in the **ref** key and they are also in **dark print**. “**br**” means “bear” or “veer.”

- The first entry in each section uses a compass heading to indicate in which direction you should go when leaving a Time Station and will most often be “**East**” or “**Northeast**” but not always. Time Stations which are set at intersections can be confusing so this indication is there to help in addition to the comments in the description column.
- All other entries in the turn column are in faded (light) printing and are the miles remaining until the next turn. To emphasize that no action is to be taken the word “straight” may appear in light print in the turn column without resetting the countdown to the next turn. This may happen when there is an intersection at which the route appears, through differences in paving or traffic, to turn but in fact does not.

**elevation** This is the surveyed altitude above sea level of the point and is provided to help anticipate climbs and descents.

- Every **referenced** turn has a listed elevation as do other points which mark the start and top of significant climbs even if the location itself, often a creek, has no road sign or other means of identification.
- This number will not often agree with GPS data within 30 feet due to the inherent variability of satellite locations and their orbital geometry but the difference between numbers in the elevation column of the Route Book represents the real world as it is in published topographical data.
- You are cautioned against using the elevation number together with whatever the GPS unit displays all by themselves to determine where you are along the route.

**(description)** The main column on the right hand page contains the amplifying information for turns, the names of streets at highway junctions, and the like. Also suggested lane changes for turns ahead may be included but need not be strictly followed. As long as you stay on the specified route, whatever lane or shoulder, you are riding according to RAW rules but you must also realize that local police and traffic controls, even if temporary, by rule take precedence over the Route Book and any conflict must be reported to headquarters.

Sometimes additional information is included in italics to help crews avoid getting off the route or where traffic or other hazards are expected. However it is important to remember that no roads have been closed nor normal traffic flow diverted for the passage of RAW racers and vehicles and that permanent or temporary “road furniture” may be anywhere.

There are few abbreviations like “Jct” for a road junction, intersection, or interchange and those associated with street names like Rd, St, Ave and the like. When associated with a highway “Bus” refers to the business route, not public transportation.

In the US a “roundabout” is normally referred to as a “traffic circle” or “rotary” and additional information may be provided where one is found at a route turn since a route LEFT turn may be accomplished by a right turn into the circle and another right turn to exit from it after going about three quarters of the way around.

A US highway is indicated by its numerical route number such as US 56 E for US highway 56 going east. A state road would be referred to as SR 252 and so forth regardless of what state it is in. CR indicates a county road, IR an Indian reservation road. Many of the roads RAW follows have multiple national, state, and regional designations as well as a local town name. The most conspicuous will be listed together in the directions, e.g., “**US 37 E/SR 54 N/Main St**”.

On an instructions line the road which is part of the RAW route at that point is in **dark (boldface) print**.

Intersections where actions are required often have the following abbreviations to help you identify them:

- **TL** (traffic light)
- **yTL** (flashing yellow caution light)
- **rTL** (flashing red stop light)
- **T** (a three way “tee” intersection)
- **SS** ( a stop sign in our direction)
- **4SS** (stop signs in every direction, “all stop”)

This information is seldom included for junctions where we take no special action but of course every traffic control sign, light or other device must be obeyed according to RAW rules as well as local laws.

Most railroad crossings are indicated by **(RR)** and by state and federal law must have warning signs. Livestock control grates (Cattle Guards) are sometimes real and sometimes just paint on pavement but only the real kind are listed using **(CG)**. Others, real or just paint, should be anticipated as surely as the animals they try to control or any other hazard in the road. Similar structures used to allow water in normally dry creek beds to cross the highway without flooding but are listed as **(CG)** regardless of their function. These are often temporary and are eventually replaced by culverts or other drainage measures.

There are many terrain features identified for which there will be no highway signs or other markings. Most of these are included either to mark the start of a climb (frequently a creek bed) or its end. A few other unmarked features which should be apparent to Racers and follow vehicles, such as bridges across small waterways, are included to help track progress.

At the bottom of each right hand page are spaces for recording the time of the racer’s arrival as reported to headquarters and the confirmation number received back from headquarters as evidence that the report was accepted.

## **It’s about time!**

What time is it anyway? All involved in the race are encouraged to use RAAM race time which is Eastern Daylight Time, the local time at the finish in Annapolis (UTC -4). But RAAM night riding rules specify when crews must provide direct follow support to all racers on bikes based on the local clock time. This is usually simple to figure out but not in Arizona, the only state (besides Hawaii) where Daylight Time is not observed. This means that when going from Pacific (Daylight) Time in California to Mountain (Standard) Time in Arizona when crossing the Colorado River the local time does not change. That's simple enough but northeast of Flagstaff we enter the Navajo Indian Reservation and stay there all the way to Colorado, except for a few miles on the Hopi Reservation. Contrary to Arizona rules the Navajos observe the Daylight Time change with Utah and Colorado but the Hopi Indians, surrounded by the Navajo lands, do not. To clarify all this, between the Colorado River and the state of Colorado the route directions pages will specify where direct follow during daylight hours is required or prohibited.

## **Detours/Alternate Routes:**

Between the start and the point in the desert where restrictions on support vehicle use of the route are lifted (Time Station 1) there are several routes provided. The one for the bicycle racers must be strictly followed and since crew support is not present the racers should each have the copy of the instructions for that part of the route, included in the Route Book as a tear out page, and know how to interpret them.

A suggested route for the follow vehicle to rendezvous with the racer is provided but need not be followed as long as no crew support vehicles are on the route for the first 23 miles which is almost 16 miles past the bike path parade end.

Special attention must be paid the restrictions on the size and number of support vehicles for solo and team racers

before Time Station 1 on the desert floor since use of the “glass elevator” rapid downgrade by large vehicles is prohibited in the race rules and experienced mountain cyclists may indeed be trying to go considerably faster than all motorized vehicles with no really safe opportunities for anyone to pass anyone else, other than perhaps two daredevils on bikes. A suggested alternate route is offered for RV’s and other vehicles not permitted on the course or to use the glass elevator to get from the race start to the rendezvous point on the desert floor. RV’s longer than 40 feet may not be able to use this or other suggested large vehicle bypass routes elsewhere in the Route Book.

Several other “alternate” routes on the way east are described to allow large vehicles to avoid prohibited use of narrow mountain roads in Arizona. Each of these is indicated in the remarks at the top of the associated instructions page with details in a box at the bottom of the same page

## **Time Stations:**

Every effort has been made to locate time stations to meet the needs of the crews.

RAW has no business or other commercial relationship with Wal-Mart Stores, Inc., however where possible Time Stations are placed at this company’s large discount stores, called Supercenters. Of particular advantage to RAW crews are the large lighted parking lots, which welcome RV’s, plus the core merchandise and grocery products on offer at almost all locations which are consistent in quality, price, and, again to the particular benefit of a time pressed crew, store product placement. Walmart stores also maintain high standards of restroom cleanliness, of interest to those not traveling in motorhomes.

Second to Walmart as effective Time Station locations is the McDonald’s restaurants franchise chain which now offers their unfiltered and unsecured Wi-Fi hotspot internet access at most locations without cost or membership so that crews can keep up on race status and take care of email and web postings. Again, RAW has no business relationship with McDonald’s Corporation so our racers and crews are simply their customers.

At a few Time Station locations there may not be any of the amenities such as available at Walmart, McDonald’s, or a 24 hour gas station. Sometimes the Route Book directions offer suggestions to top off on fuel and provisions before embarking on a long section without 24 hour services at Time Stations along the way, but crews are advised to plan to be self-sufficient through every night regardless of where they are on the course.

## **Look ahead!**

It is always prudent to plan ahead at least one Time Station and carefully look over the next page of instructions. Many times a Time Station has been placed at a turn in the route. That turn may appear on the page for that time station or at the start of the next page. Don’t make the mistake of letting your Racer proceed on his own during the day and possibly missing a turn while the follow vehicle places a cell phone call or stops to use the public facilities.

## **Route changes:**

While there were no road closures found during the most recent route check which would prevent a racer and follow vehicle from safely following the route or an identified detour around the work area, always be ready to adapt to unexpected pavement conditions. If a road closure blocks the race route headquarters will provide instructions about how to proceed when the crew calls in to report arrival at a preceding time station. Only Race Headquarters, or a Race Official distributing instructions on behalf of HQ, can authorize a racer to depart from the route specified in this book without a penalty or risk of disqualification.

Follow/Support  
Vehicle Routes**Recommended Follow/Support Vehicle routes.**

&lt; Check Section 13 of the Rules &gt;

These are suggested routes from Oceanside to the Follow Vehicle staging area east of I-15 and the Support Vehicle staging area in Borrego Springs.

**BYPASS ROUTE FOR FOLLOW VEHICLES ONLY**

<u>mile</u>	<u>turn</u>	
<b>0.0</b>	<b>North</b>	<b>The Strand.</b> Distances measured from the Pier.
<b>0.4</b>	<b>RIGHT</b>	<b>SS: Surfrider Wy.</b>
0.6	straight	4SS: Cleveland St. Racers turn left here, Follow Vehicles continue straight.
<b>0.7</b>	<b>LEFT</b>	<b>TL: Coast Hwy, REZERO YOUR ODOMETER AT THIS TURN!!!</b>
<b>0.0</b>		continue north on <b>Coast Hwy</b> with rezeroed odometer
<b>0.2</b>	<b>br RIGHT</b>	<b>SR 76 E</b> toward I-5 (just before the TL)
0.9		9.0 TL: Loretta St
6.6		3.3 TL: College Ave
<b>9.9</b>	<b>RIGHT</b>	<b>TL: Vista Way</b>
<b>10.9</b>	<b>LEFT</b>	<b>Gopher Canyon Rd</b> , cross under I-15
<b>15.6</b>	<b>RIGHT</b>	<b>TL/T: Old Hwy 395</b>
<b>15.8</b>	<b>LEFT</b>	<b>TL: Old Castle Rd, Valley Center</b>
<b>16.0</b>	<b>Wait</b>	Old Castle Trading Post site (on right), <b>Follow Vehicle Staging Area</b> <b>Directions resume at the top of the "Start to TS1, continued" page</b>

**BYPASS ROUTE FOR ALL OTHER SUPPORT VEHICLES**

*Oversized Support Vehicles: Contact race officials for instructions and permission to use an alternate route around the steep/winding Banner Grade east of Julian.*

<u>mile</u>	<u>turn</u>	
<b>0.0</b>	<b>East</b>	Start: <b>Mission Ave</b> eastbound at Coast Hwy
0.1		0.3 TL: Ditmar Ave
<b>0.4</b>	<b>br RIGHT</b>	<b>I-5 S on ramp</b> toward San Diego, merge onto <b>I-5 S</b>
<b>2.5</b>	<b>br RIGHT</b>	<b>off ramp 51B</b> toward SR 78 E/Escondido, merge onto <b>SR 78 E</b>
19.3		1.1 under I-15 (after <u>Vista</u> and <u>San Marcos</u> )
<b>20.4</b>	<b>RIGHT</b>	<b>TL: Broadway/SR 78 E</b> (follow signs for SR 78 E through <u>Escondido</u> )
<b>20.8</b>	<b>LEFT</b>	<b>TL: Washington Ave/SR 78 E</b> toward Ramona
<b>21.8</b>	<b>RIGHT</b>	<b>TL: N Ash St/SR 78 E</b> , becomes San Pasqual Valley Rd
<b>38.5</b>	<b>LEFT</b>	<b>TL: Main St/SR 78 E</b> toward Julian (in <u>Ramona</u> )
53.9	straight	Jct SR 79 N, stay on SR 78 E (in Santa Ysabel) toward Wynola
<b>60.6</b>	<b>RIGHT</b>	<b>4SS/T: Main St</b> , turn to stay on <b>SR 78 E</b> (in <u>Julian</u> )
60.9	straight	Jct S 79 S, stay on SR 78 E (before steep winding descent)
72.2	straight	Jct CR S2 S then Jct CR S2 N (at bottom of steep winding descent)
<b>79.2</b>	<b>LEFT</b>	<b>CR S3/Yaqui Pass Rd</b> toward Borrego Springs
<b>85.8</b>	<b>br LEFT</b>	<b>Deep Well Trail</b> , turn to stay on <b>CR S3</b> toward Borrego Springs
<b>86.2</b>	<b>LEFT</b>	<b>SS: Borrego Springs Rd</b> , turn to stay on <b>CR S3</b> , Borrego Springs
<b>91.3</b>	<b>Wait</b>	<b>Time Station 1</b> , Christmas Circle, Support Vehicle Staging Area

Reminder: Absolutely no Support Vehicles may drive on the race course west of I-15. Only the primary Follow Vehicle (and primary shuttle vehicle for teams) may drive on the race course west of Borrego Springs (TS 1). **[Rule 1400]**

# Race Across the West

Start to TS 1, part 1

Parade and Unsupported Race zones (Racer copy)

Specific routing for the parade zone below may be modified/superseded by "Special Instructions - Start 2022" elsewhere in this book or as directed by Race Management, Officials, and Directors at the start line ceremonies.

## PARADE ZONE

<u>mile</u>	<u>turn</u>	
<b>0.0</b>	<b>North</b>	<b>The Strand.</b> Distances measured from the Pier.
<b>0.4</b>	<b>RIGHT</b>	SS/T: <b>Surfrider Wy.</b>
<b>0.4</b>	<b>LEFT</b>	4SS: Cleveland St. Racers turn left here, Follow Vehicles continue straight.
<b>0.5</b>	<b>LEFT</b>	<b>Neptune Wy.</b> Follow north side sidewalk to <b>San Luis Rey bike path.</b>
<b>2.9</b>	<b>br LEFT</b>	First of four bike underpasses. Curve under each cross street.
<b>7.8</b>	<b>br LEFT</b>	San Luis Rey Trail access just before fourth underpass. <i>Teams: Only one Racer for each Team is required past this point. Others may bear right to exit the trail.</i>
<b>Imm</b>	<b>br RIGHT</b>	Sharp curve immediately after fourth underpass.
<b>Imm</b>	<b>RIGHT</b>	<b>College Blvd.</b> Caution--Pole Barrier at the end of the bike path. End of the Parade Zone. <b><u>Begin racing.</u></b>

## UNSUPPORTED RACE ZONE

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
		Continue west on <b>College Blvd</b> bridge over the bike path and San Luis Rey R.	
01A-R	<b>7.9</b>	<b>RIGHT</b> TL/T (traffic light, T intersection): N River Rd./ <b>Vandergrift Blvd.</b>	82
01B-R	<b>8.2</b>	<b>RIGHT</b> TL: <b>N River Rd.</b> Rec Center (on left) then a marked 15 mph left turn.	116
01C-L	<b>10.3</b>	<b>LEFT</b> T: <b>Sleeping Indian Rd.</b>	120
01D-R	<b>13.9</b>	<b>RIGHT</b> T: <b>Morro Hills Rd.</b> Turn is immediately after Sleeping Indian Rd curves left.	599
01E-R	<b>15.3</b>	<b>RIGHT</b> SS/T: <b>Olive Hill Rd.</b>	462
	17.4	straight TL: SR 76/ <b>Camino del Rey</b> , <u>Bonsall</u> , cross San Luis Rey River	174
	17.7	straight Jct W Lilac Rd. Stay on <b>Camino Del Rey</b> ; sign, "To I-15 4 miles"	
	22.3	0.1 Under I-15	
01F-R	<b>22.4</b>	<b>RIGHT</b> SS/T: <b>Old Hwy 395 S.</b>	318
	23.3	0.1 TL: Gopher Cyn Rd.	
01G-L	<b>23.4</b>	<b>LEFT</b> TL/T: <b>Old Castle Rd.</b>	457
	23.6	End of Unsupported Race Zone: join Support (Follow) Vehicles.	

Racer name: \_\_\_\_\_

Crew phone number: \_\_\_\_\_

Emergency phone number: \_\_\_\_\_

[Section 13 of the Rules]

Specific routing for the parade zone below may be modified/superceded by "Special Instructions - Start 2022" elsewhere in this book or as directed by Race Management, Officials, and Directors at the start line ceremonies.

**PARADE ZONE**

<u>mile</u>	<u>turn</u>	
<b>0.0</b>	<b>North</b>	<b>The Strand.</b> Distances measured from the Pier.
<b>0.4</b>	<b>RIGHT</b>	SS: <b>Surfrider Wy.</b>
<b>0.4</b>	<b>LEFT</b>	4SS: Cleveland St. Racers turn left here, Follow Vehicles continue straight.
<b>0.5</b>	<b>LEFT</b>	<b>Neptune Wy.</b> Follow north side sidewalk to <b>San Luis Rey bike path.</b>
<b>2.9</b>	<b>br LEFT</b>	First of four bike underpasses. Curve under each cross street.
<b>7.8</b>	<b>br LEFT</b>	San Luis Rey Trail access just before fourth underpass. <i>Teams: Only one Racer for each Team is required past this point. Others may bear right to exit the trail.</i>
<b>Imm</b>	<b>br RIGHT</b>	Sharp curve immediately after fourth underpass.
<b>Imm</b>	<b>RIGHT</b>	<b>College Blvd.</b> <i>Caution--Pole Barrier at the end of the bike path.</i> End of the Parade Zone. <b><u>Begin racing.</u></b>

**UNSUPPORTED RACE ZONE**

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
		Continue west on <b>College Blvd</b> bridge over the bike path and San Luis Rey R.	
01A-R	<b>7.9</b>	<b>RIGHT</b> TL/T (traffic light, T intersection): <b>N River Rd.</b>	82
01B-R	<b>8.2</b>	<b>RIGHT</b> TL: <b>N River Rd.</b> <i>Miss this turn and you will be on Vandergrift Blvd - and off the Route.</i>	116
01C-L	<b>10.3</b>	<b>LEFT</b> T: <b>Sleeping Indian Rd.</b>	120
01D-R	<b>13.9</b>	<b>RIGHT</b> T: <b>Morro Hills Rd.</b> <i>Turn is immediately after Sleeping Indian Rd curves left.</i>	599
01E-R	<b>15.3</b>	<b>RIGHT</b> SS/T: <b>Olive Hill Rd.</b>	462
	17.4	straight TL: SR 76/ <b>Camino del Rey</b> , <u>Bonsall</u> , cross San Luis Rey River	174
	17.7	straight Jct W Lilac Rd. Stay on <b>Camino Del Rey</b> ; sign, "To I-15 4 miles"	
	22.3	0.1 Under I-15	
01F-R	<b>22.4</b>	<b>RIGHT</b> SS/T: <b>Old Hwy 395 S.</b>	318
	23.3	0.1 TL: Gopher Cyn Rd.	
01G-L	<b>23.4</b>	<b>LEFT</b> TL/T: <b>Old Castle Rd.</b>	457
	23.6	End of Unsupported Race Zone: join Support (Follow) Vehicles.	

**Start to TS 1 continued on next page**

# Race Across the West

Start to TS 1, part 2

Oceanside, CA to Borrego Springs, CA

## Start to TS 1 continued from previous page

-(Check Rule 1400)-

Rural residential roads morph into sustained mountain climbs.

Conditions get drier and hotter. The flora changes from trees to cactus in last third of this section. The "Glass Elevator" descent into the desert (mile 76) has spectacular views.

**Leapfrog support rules during Day Time hours are strictly enforced. (Rule 1405.2)**

<u>ref</u>	<u>mile</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
	<b>23.6</b>	<b>0.0</b>	<b>Southeast</b> Continue on <b>Old Castle Rd.</b> 100 meter spacing strictly enforced.	
	24.6	1.0	4.4 Milepost 6.	
	25.7	2.1	3.3 Road curves left. Start 1½ mile 6% climb.	547
	28.3	4.7	0.7 Begin descent.	1241
01H-S	<b>29.0</b>	<b>5.4</b>	<b>straight</b> T: Road becomes <b>Lilac Rd.</b> Do not turn left to westbound Lilac Rd. Climb.	992
	31.0	7.3	1.4 Top of 5% climb.	1364
01I-L	<b>32.3</b>	8.7	<b>LEFT</b> TL/T: <b>Valley Center Rd/CR S6</b> toward Palomar Mountain.	1320
	33.7	10.1	0.1 Cole Grade Rd.	
01J-BF	<b>33.8</b>	<b>10.2</b>	<b>br RIGHT</b> Stay on <b>Valley Center Rd/CR S6.</b> Do not go straight onto the local road.	
	36.5	12.9	5.0 Lake Wohlford Rd. Begin "7% descent", "1-mile curvy road", (CG). ("Cattle Guard")	
	39.6	16.0	1.9 Cross Paradise Creek.	871
	40.0	16.4	1.5 Harrah's Casino	
01K-R	<b>41.5</b>	<b>17.9</b>	<b>RIGHT</b> SS/T: <b>SR 76 E/CR S6</b> toward Palomar Mountain. Begin 7% climb.	1025
	43.5	19.9	17.0 "2000 foot" elevation sign.	
	44.6	21.0	15.9 ¼ mile with wide shoulder.	
	45.3	21.7	15.2 Red Gate Road turnout on right.	
	45.8	22.2	14.7 Top of steep climb at Harolds Rd.	2662
	46.5	22.9	<b>straight</b> First turnoff for Palomar Mtn. Stay right to follow <b>SR 76 E.</b> Short gradual descent.	
	46.7	23.1	13.8 Large paved turnout on right.	
	49.8	26.2	10.7 Cedar Creek, (CG)	
	50.7	27.1	9.8 Rejoin San Luis Rey R (on right). Gradual climb to TS 1.	2310
	56.1	32.5	<b>straight</b> Second turnoff for Palomar Mtn (stay on <b>SR 76 E</b> ). Lake Henshaw dam on the left.	
01L-L	<b>60.5</b>	<b>36.9</b>	<b>LEFT</b> SS/T: <b>SR 79 N</b> toward Warner Springs. Lake Henshaw still to the left.	2764
01M-R	<b>64.8</b>	<b>41.2</b>	<b>RIGHT</b> <b>CR S2/San Felipe Rd</b> toward Borrego Springs.	2842
01N-L	<b>69.5</b>	<b>45.9</b>	<b>LEFT</b> T: <b>CR S22/Montezuma Valley Rd</b> toward Borrego Springs.	3351
	74.9	51.2	12.1 <u>Ranchita</u>	
	76.0	52.4	10.9 Enter Anza Borrego Desert St Park and start downgrade.	4224
	76.4	52.8	10.5 Marked 8% downgrade "The Glass Elevator". <i>Caution--dangerous descent.</i>	
	77.0	53.4	9.9 First of several marked 30 mph hairpins.	
	85.4	61.8	1.5 <u>Borrego Springs.</u>	1135
01O-R	<b>86.9</b>	<b>63.3</b>	<b>RIGHT</b> <b>CR S22/Palm Canyon Dr.</b>	770
TS01	<b>88.3</b>	<b>64.6</b>	<b>TS 1:</b> On right after the Borrego Springs Mall.	634

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 1: Borrego Springs, CA

88.3 miles so far: 840.0 miles to go



# Race Across the West

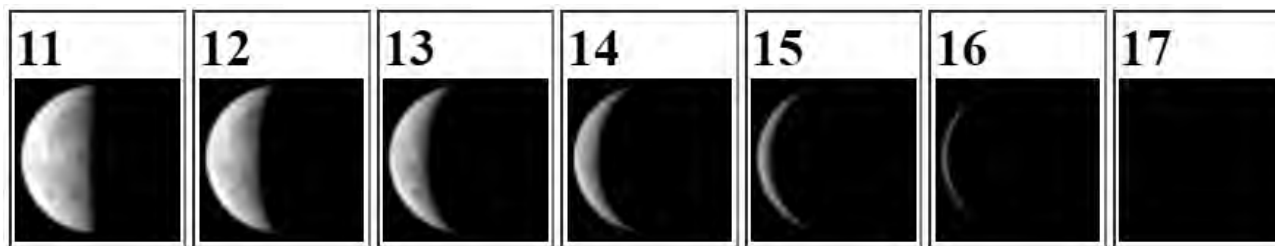
TS 1 to TS 2

Borrego Springs, CA to Brawley, CA

**Leapfrog support rules during Day Time hours are strictly enforced. (Rule 1405.2)**

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS01	<b>0.0</b>	<b>East</b> Continue on <b>SR 76 E</b> , right turn out of the Mall parking area.	634
02A-BR	<b>Imm</b>	<b>br RIGHT</b> T/Yield: <b>Christmas Circle</b> . Continue around the circle to the second right turn.	598
02B-R	<b>0.1</b>	<b>RIGHT</b> Exit the traffic circle onto CR S3/ <b>Borrego Springs Rd</b> southbound.	595
02C-S	<b>5.5</b>	<b>straight</b> Yaqui Pass: CR S3 turns right continue straight on <b>Borrego Springs Rd</b> .	532
	10.9	0.8 Cross the San Felipe Creek. 9% grades into and out of a flood control channel.	648
02D-L	<b>11.6</b>	<b>LEFT</b> T: Follow <b>SR 78 E</b> .	766
02E-R	<b>34.6</b>	<b>RIGHT</b> Jct <b>SR 86</b> . Continue on SR 78 E/ <b>SR 86 S</b> .	-174
	38.0	19.0 Near the Salton Sea, this is the lowest elevation on RAW 2022.	-194
	50.4	6.6 <u>Westmorland</u> . Continue on SR 78 E/ <b>SR 86 S</b> .	
	53.8	<b>straight</b> Follow <b>SR 86 E</b> into Brawley as SR 78 takes a bypass on Victor W. Veysey Expressway.	
	56.3	0.7 <u>Brawley</u> . Cross the New River.	-154
	56.7	0.3 Flores Dr.	
TS02	<b>57.0</b>	<b>TS 2:</b> Intersection of Main St ( <b>SR 86</b> -route) & Rio Vista (first TL in town).	-102

## Plan ahead!



Don't let the sun set on a Follow Vehicle without a full fuel tank!

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 2: Brawley, CA

145.2 miles so far: 783.0 miles to go

# Race Across the West

TS 2 to TS 3

Brawley, CA to Blythe, CA

From below sea level south of the Salton Sea we follow SR 78 across drifting sand dunes to the Colorado River valley. Much of this section, especially miles 40 to 60, has very limited sight lines and moderately heavy traffic. ALL shoulders in this desert section should be considered SOFT. With increased emphasis on monitoring border crossings, to avoid possible delays have ID available for Border Patrol inspection at least until past Time Station 7 in Prescott, AZ.

**Leapfrog support rules during Day Time hours are strictly enforced. (Rule 1405.2)**

<u>ref</u>	<u>mile</u>	<u>turn</u>		<u>elevation</u>
TS02	<b>0.0</b>	<b>East</b>	Continue on <b>SR 86 S</b> (W Main Street), left from Rio Vista if leaving Vons' parking lot.	-102
03A-S	<b>0.4</b>	<b>straight</b>	1st St. SR 86 turns right (south). Continue on Main St which is now <b>Ben Hulse Hwy.</b>	-102
	1.0	7.2	TL: Jct SR 111 toward Indio. (RR) (railroad tracks crossing) Continue on <b>Ben Hulse Hwy.</b>	
	2.7	straight	Now back on <b>SR 78 E</b> after crossing the Brawley Bypass and Imperial Valley Expressway.	
	4.7	3.5	<u>Alamoria</u> . Cross the Alamo River. Continue parallel to Orita irrigation canals.	-143
	5.8	2.4	Jct SR 115 from the north.	
03B-L	<b>8.2</b>	<b>LEFT</b>	T: Follow <b>SR 78 E</b> (for another 76 miles) not SR 115 which turns south.	-89
	14.5	57.6	Cross the East Highline Canal.	
	15.6	56.5	19.5 miles from Mexico for the next 5.5 miles, this as far south as RAW 2022 goes.	
	21.2	50.9	Cross the Coachella Canal and enter the Imperial Sand Dunes Recreation Area at Gecko Rd.	
	24.3	47.8	Osborne Overlook (on right).	
	28.3	43.8	<u>Glamis</u> . Jct Ted Kipf Rd. (2RR).	
	38.6	33.5	Cross Gables Wash. Steady climb ends.	1032
	43.6	28.5	Jct Black Mountain Rd/Imperial Gables Rd. Mostly downhill for the next 20 miles.	1094
	44.7	27.4	US Border Patrol inspection station.	
	69.1	3.0	<u>Palo Verde</u> .	
03C-R	<b>72.1</b>	<b>RIGHT</b>	Jct 32nd Ave/ <b>SR 78 E</b> (15 mph turn after yTL).	236
03D-L	<b>73.4</b>	<b>LEFT</b>	4SS: Rannells Blvd/ <b>SR 78 E</b> .	236
03E-R	<b>75.5</b>	<b>RIGHT</b>	4SS: 28th Ave/ <b>SR 78 E</b> .	243
03F-L	<b>78.5</b>	<b>LEFT</b>	4SS: Neighbours Blvd/ <b>SR 78 E</b> .	243
	79.7	5.9	<u>Ripley</u> .	
	85.4	0.2	Overpass over I-10. <i>SR 78 E ends.</i>	
03G-R	<b>85.6</b>	<b>RIGHT</b>	SS: <b>Hobson Way</b> toward Blythe.	259
	88.8	0.9	<u>Blythe</u> . (RR).	
	89.1	0.6	Broadway.	
TS03	<b>89.7</b>	<b>TS 3:</b>	TL: Intersection of <b>Hobson Way</b> (route) and 7th St.	269

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 3: Blythe, CA

234.9 miles so far: 693.4 miles to go

# Race Across the West

TS 3 to TS 4

Blythe, CA to Parker, AZ

The course follows the Colorado river northward until the first bridge where we cross into Arizona. We start north on California State Route 95 and end up going south on Arizona State Route 95. On the Arizona side of the river we will be on the Colorado River Indian Reservation.

## No Direct Follow during Day Time hours in Arizona until 60 miles past Time Station 9. (Rule 1405.2)

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS03	<b>0.0</b>	<b>East</b> Continue east on <b>E. Hobson Way</b> , right turn out of shopping area at TS 3.	269
04A-L	<b>0.9</b>	<b>LEFT</b> 4SS: <b>SR 95 N/N</b> Intake Blvd. Sign to Needles after turn.	266
	7.4	<b>27.2</b> Cross the Main Canal Levee, leave irrigated farmlands.	
04B-R	<b>34.6</b>	<b>RIGHT</b> <b>Agnes Wilson Rd/ IR 18</b> . Sign: "Wilson Road River Crossing"	426
	37.3	<b>2.6</b> Colorado R. <b>Enter ARIZONA</b> . Mountain Standard Time is the same as Pacific Daylight Time. <b>Begin no Direct Follow during Day Time hours.</b>	
04C-L	<b>39.9</b>	<b>LEFT</b> rTL/SS: <b>Mojave Rd/IR 1 Rd</b>	335
04D-L	<b>48.6</b>	<b>LEFT</b> yTL: <b>2nd Ave., Parker</b> .	364
	49.7	straight 2nd Ave becomes <b>W Agency Rd</b> .	
04E-R	<b>50.9</b>	<b>RIGHT</b> TL: <b>SR 95/S</b> California Ave <i>See note below</i> .	420
TS04	<b>51.4</b>	<b>TS 4:</b> Circle K on right.	417

There are limited 24 hour services from TS 4 to TS 7. Crews needing provisions for the next 150 miles may want to take advantage of the Walmart Supercenter at 100 Riverside Dr. Go straight for .5 mi instead of turning at 04E-R.

There is also limited mobile device/ cell phone service from here to TS 7 in Prescott. Try to make your TS arrival reports while at the Time Stations or in populated places.

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 4: Parker, AZ

286.3 miles so far: 642.0 miles to go

## Race Across the West

TS 4 to TS 5

Parker, AZ to Salome, AZ

Here we leave the Colorado River valley irrigated agricultural land and slowly but steadily climb back up to the lower desert of southern Arizona. There will be few nighttime services from here to Prescott about 150 miles ahead.

### No Direct Follow during Day Time hours in Arizona until 60 miles past Time Station 9. (Rule 1405.2)

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS04	<b>0.0</b>	<b>Southeast</b> Continue on <b>SR 95/S</b> California Ave. Right turn out of TS at Circle K.	417
05A-S	<b>11.8</b>	<b>straight</b> yTL: <b>SR 72 E</b> toward Phoenix. <i>Do not turn to follow SR 95 S to Yuma!</i>	625
	25.7	22.9 <u>Bouse</u>	
	45.3	3.2 <u>Vicksburg</u>	
05B-L	<b>48.5</b>	<b>LEFT</b> SS/T: <b>US 60 E</b> <u>Hope</u> Stay on SR 60 E for 36.4 mi.	1522
	51.4	4.7 Granite Wash Pass.	
	52.8	3.3 <u>Harcuvar</u> .	1929
	55.5	0.6 <u>Salome</u> .	
TS05	<b>56.0</b>	<b>TS 5:</b> Salome Shopping Center and gas station on right.	1864

**Do not pull off the road and stop/park over dry grass!**

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 5: Salome, AZ

342.3 miles so far: 586.0 miles to go

# Race Across the West

TS 5 to TS 6

Salome, AZ to Congress, AZ

The race continues the upward trend. Pavement is generally good for desert conditions. For 23 miles from Wenden and Aguila the road is almost straight with unchanging scenery. After mile 37, the road is narrow with no shoulder and infrequent pullout opportunities.

## No Direct Follow during Day Time hours in Arizona until 60 miles past Time Station 9. (Rule 1405.2)

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS05	<b>0.0</b>	<b>East</b> Continue on <b>US 60 E</b> , right turn out of Salome Shopping Center and gas station.	1864
	4.9	24.0 Cross Centennial Wash and resume gradual climbing.	
	5.2	23.7 Begin 20 mi perfectly straight section.	
	19.5	9.4 <u>Gladden</u> .	
	27.1	1.9 <u>Aguila</u> . You may be able to spot Eagle Eye Peak on right.	
06A-L	<b>28.9</b>	<b>LEFT T: SR 71 N</b> toward Prescott. (RR) <i>Do not continue straight toward Wickenburg.</i>	2193
	33.2	19.4 Yavapai county line.	
	43.8	8.8 Merritt Pass summit. Resume climbing after 1/2 mile descent.	2794
	46.4	6.3 Proceed under US 93. Yarnell Grade is visible in the distance.	
TS06	<b>52.6</b>	<b>TS 6: <u>Congress</u></b> . Congress Grocery (on right) midtown.	3048

**Do not pull off the road and stop/park over dry grass!**

On June 28, 2013 19 firefighters from Prescott died trying to contain a brushfire started by lightning ten days after RAW passed by near Yarnell nine miles ahead. In 2016 5000 acres were burned just before RAW got to the same location - this time the fire had a human cause.

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_  
 Time Station 6: Congress, AZ

394.9 miles so far: 533.3 miles to go

# Race Across the West

TS 6 to TS 7

Congress, AZ to Prescott, AZ

Two major climbs take us out of the low desert. The Yarnell grade climbs 1800 feet in 7 miles. The second in the Prescott National Forests takes us to Iron Springs, 1100 feet in 6 miles.

**No Direct Follow during Day Time hours in Arizona until 60 miles past Time Station 9. (Rule 1405.2)  
Observe Support Vehicle restrictions (no RVs allowed) beginning at mile 21.5 (Turn 07B-L).**

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS06	<b>0.0</b>	<b>East</b> Continue on <b>SR 71 N</b> , right turn out of Congress Grocery parking area.	3049
	0.4	0.1 (RR).	
07A-L	<b>0.5</b>	<b>LEFT</b> SS: <b>SR 89 N</b> toward Prescott. Modern Texaco gas station on far right corner.	3034
	1.6	19.9 Cross Martinez Creek. Passing lanes ahead. Start gradual climbing.	3001
	8.8	12.7 Top of Yarnell Grade.	4870
	9.3	12.2 <u>Yarnell</u> . Start gradual 12 mile descent.	
	15.3	6.2 <u>Peeples Valley</u> . Cross Poplar Wash and continue gradual descent.	4428
	19.9	1.6 Cross Kirkland Creek and begin gradual climbing.	4072
07B-L	<b>21.5</b>	<b>LEFT Kirkland Valley Rd/CR 15</b> toward Skull Valley. Leave SR 89.	4105
<Only 1 Support Vehicle (2 for teams) allowed on the Race Route from here to Prescott. All others take the alternate route on this page.>			
	21.8	4.1 (CG).	
	23.0	2.9 (CG).	
	24.1	1.8 (CG).	
	24.7	1.3 (CG).	
07C-R	<b>25.9</b>	<b>RIGHT Iron Springs Rd/CR10</b> toward Prescott (just before RR tracks in <u>Kirkland</u> ).	3928
	32.7	17.5 <u>Skull Valley</u> . (RR).	4265
	33.8	16.4 Santa Fe RR bridge	
	39.2	11.0 Enter the Prescott National Forest. (CG).	5072
	44.6	5.6 <u>Iron Springs</u> .	6170
	48.3	2.0 Leave the Prescott National Forest.	
	49.3	0.9 TL/T: Williamson Valley Rd (first traffic light in <u>Prescott</u> ).	5545
07D-L	<b>50.2</b>	<b>LEFT TL: Gail Gardner Way.</b>	5423
TS07	<b>50.5</b>	<b>TS 7: Walmart Plaza</b> on the left just after turn.	5456

<u>Alternate Support Vehicle routing to Prescott TS 7</u>	
21.5	24.1 Continue straight on SR 89 (do not turn at 07B-L).
27.5	18.1 <u>Wilhoit</u> . <i>Difficult grades and turns ahead.</i>
42.7	2.9 Copper Basin Rd. First major intersection in Prescott.
43.0	2.6 <b>SR 89</b> is <b>Montezuma St</b> in Prescott.
43.7	1.9 Yavapai County Courthouse to the right before Gurley St.
43.9	<b>Straight</b> TL: Sheldon St. SR 89 turns right. (RR)
44.7	0.9 <b>Montezuma St/ N 3rd St</b> curves to the left and becomes <b>Whipple St</b> .
45.5	0.1 TL: Willow Creek Rd. <b>Whipple St</b> becomes <b>Iron Springs Rd</b>
<b>46.0</b>	<b>RIGHT TL: Gail Gardner Way.</b>
<b>46.2</b>	<b>TS 7: Walmart Plaza</b> on the left just after the turn.

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 7: Prescott, AZ

445.4 miles so far: 482.9 miles to go

# Race Across the West

TS 7 to TS 8

Prescott, AZ to Camp Verde, AZ

After leaving Prescott Valley the route winds and climbs to 7000 feet crossing the mountains just to drop to 5000 feet passing through the quaint historic mountainside town of Jerome.

**No Direct Follow during Day Time hours in Arizona until 60 miles past Time Station 9. (Rule 1405.2)**

**<< No RVs of any length are permitted on the route between mile 12.8 and Cottonwood >>**

**Narrow winding mountain roads over Mingus Mountain and through Jerome invite prohibited caravanning and obstructing traffic penalties. Use alternate routing to TS 8 below for all except Follow Vehicles.**

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS07	<b>0.0</b>	<b>Northeast</b> Continue on <b>Gail Gardner Way</b> , right turn from TS or left turn out of the Walmart parking.	5476
	0.1	<b>0.2</b> Black Drive.	
08A-L	<b>0.4</b>	<b>LEFT TL: Willow Creek Rd.</b>	5480
	3.5	2.1 Willow Lake Rd.	
08B-R	<b>5.5</b>	<b>RIGHT TL: Pioneer Pkwy</b> toward Jerome, Cottonwood, Sedona. Becomes <b>SR 89A N</b>	5092
	6.1	6.7 Jct SR 89.	
	7.1	5.7 Granite Creek.	4960
	8.9	3.9 Start gentle descent into Prescott Valley.	5148
	12.5	0.3 Get into left turn lane.	
08C-L	<b>12.8</b>	<b>LEFT TL: Follow SR 89A N</b> to Jerome. <b>RVs don't turn; suggested alternate routing below.</b>	4941
	13.4	24.1 Start a 12 mile climb.	4933
	19.8	17.7 Enter the Prescott National Forest on Mingus Mtn Scenic Dr. (CG), also at mile 21.9.	
	25.2	12.4 Potato Patch, high point in Haywood Canyon. Start descent toward Cottonwood.	7032
	32.4	5.1 Jerome, Main St. <i>Narrow streets, pedestrians, slow vehicles and sharp turns on descent.</i> <b>Unsafe! Rider and Follow Vehicle must obey posted speed limit through Jerome.</b>	
	36.4	1.1 Leave the Prescott National Forest.	
08D-R	<b>37.5</b>	<b>RIGHT</b> Traffic circle/roundabout (first of several): Follow <b>SR 89A N</b> toward Cottonwood.	3690
	37.7	3.8 <u>Centerville</u> . Cross Walnut Creek.	
08E-R	<b>41.6</b>	<b>RIGHT TL: SR 89A/260/Main St. Cottonwood</b>	3333
08F-R	<b>42.0</b>	<b>RIGHT TL: SR 260/ S Main St.</b> becomes Camp Verde - Bridgeport Hwy	3382
	42.5	12.0 Walmart Supercenter on right. <i>Limited retail options between here and TS 9 Flagstaff.</i>	
	54.3	0.2 I-17 interchange, <u>Camp Verde</u> .	
TS08	<b>54.5</b>	<b>TS 8:</b> Immediately after interchange. McDonald's and Shell gas entrance. Last 24 hour services for 100 miles.	3162

### RV, Auxiliary, and extra Support Vehicles routing from TS 7 to TS 8

<u>ref</u>	<u>mile</u>	<u>turn</u>
08C	<b>12.8</b>	<b>straight</b> Stay on <b>Fain Rd.</b> <i>Do not turn left to follow SR 89A.</i> Leave the race route.
	<b>20.0</b>	<b>LEFT TL: Follow SR 69</b>
	<b>22.5</b>	<b>LEFT SR 169</b> toward I-17.
	<b>37.6</b>	<b>LEFT</b> Cross over <b>I-17</b> and take the on ramp heading north..
	<b>46.1</b>	<b>RIGHT</b> Take the <b>I-17 exit 287</b> ramp to SR 260 E, Camp Verde.
TS08	<b>46.5</b>	<b>TS 8:</b> Immediately after interchange.

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 8: Camp Verde, AZ

499.8 miles so far: 428.4 miles to go

# Race Across the West

TS 8 to TS 9

Camp Verde, AZ to Flagstaff, AZ

Welcome to the *Arizona Century*: A hundred miles with almost 10,000 feet of climbing.

## No Direct Follow during Day Time hours in Arizona until 60 miles past Time Station 9. (Rule 1405.2)

With limited off road paved parking, crews should send RVs and any other support or media vehicle not required to be with the racers on this part of the race route directly to the parking areas at TS 9: Suggested routing below.

**Almost no food, water, or other supplies for most of this long section. Very limited mobile device services!**

### Expect heavy traffic in Flagstaff!!!

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS08	<b>0.0</b>	<b>EAST</b> Continue on <b>SR 260 E</b> , right turn from TS 8 and away from the I-17 interchange..	3333
	3.1	30.8 Verde River. Enter Coconino National Forest. Commence 17 mile climb to 6000 ft.	3058
09A-L	<b>33.9</b>	<b>LEFT SR 87</b> (SR 260 E turns right.)	7035
	37.5	8.2 Top of climb.	7470
	45.2	0.5 Long Valley Service - gas and convenience store on left (Mon-Fri 10AM-7PM RAW time.)	
09B-L	<b>45.7</b>	<b>LEFT Lake Mary Rd/CR 3</b> Follow the sign toward Flagstaff.	6860
	60.8	37.1 Happy Jack Ranger Station to the left.	
	72.8	25.1 Mormon Lake Rd, the lake itself is ahead on the left	
	82.9	15.0 Lake Mary on the left.	
09C-F	<b>97.9</b>	<b>RIGHT John W. Powell Blvd</b> toward the Coconino Community College (and away from the airport).	6941
09D-L	<b>99.2</b>	<b>LEFT T: S Lone Tree Rd.</b>	6900
	99.4	1.5 <u>Flagstaff</u> . Pass under I-40.	
	100.8	0.1 E Franklin Ave	
09E-R	<b>100.9</b>	<b>RIGHT TL: E Butler Ave</b>	6890
09F-S	<b>101.9</b>	<b>straight TL: E Enterprise Rd/E Butler Ave/E Huntington Dr.</b> (Now on <b>E Huntington Dr</b> , Butler Ave bears right.)	6864
	102.9	TL: Lucky Ln.	
TS09	<b>102.9</b>	<b>TS 9: Jct E Huntington Dr</b> and Lucky Ln. Walmart on right just past intersection.	6844

### Routing for RVs and all non-essential Support Vehicles from TS 8 to TS 9 via I-17 and I-40

<u>ref</u>	<u>mile</u>	<u>turn</u>
TS08	<b>0.0</b>	<b>North</b> Get on <b>I-17 N</b> northbound toward Flagstaff at exit 287.
	<b>52.6</b>	<b>br RIGHT</b> Take <b>I-17 N exit 340</b> to <b>I-40 E</b> toward Albuquerque.
	<b>55.3</b>	<b>RIGHT</b> Exit 198 to <b>Butler Ave.</b>
	<b>55.7</b>	<b>LEFT Butler Ave</b> cross under I-40.
	<b>55.9</b>	<b>RIGHT Lucky Ln</b> first right turn after off ramp from I-40 W.
TS09	<b>56.6</b>	Lucky Ln ends at <b>E Huntington Dr</b> with Walmart Parking area on the right. Right turn before TS or turn <b>RIGHT</b> at the TS and take the first right to wait in Walmart parking area.

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_  
Time Station 9: Flagstaff, AZ

602.7 miles so far: 325.5 miles to go



# Race Across the West

TS 9 to TS 10

Flagstaff, AZ to Tuba City, AZ

Don't leave Flagstaff without enough good drinking water to last 280 miles to TS 14 in Cortez, CO.

Dangerous traffic likely as you leave Flagstaff. High desert scenery: vegetation diminishes as the road drops and the brown, yellow, red, white, and gray colors of the cliffs dominate the views. Many elk warning signs early in this section. At about mile 42 the race enters the jurisdiction of the Navajo Nation and local clocks shift from Mountain Standard to Mountain Daylight Time. We will be the guests of various tribes almost all the way to the race finish in Durango, Colorado. Be respectful of their culture.

## There is no Direct Follow during Day Time hours until mile 64.9. (Rule 1405.2)

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS09	<b>0.0</b>	<b>Northeast</b> Continue on <b>E Huntington Dr</b> , right turn from Walmart parking areas.	6844
10A-L	<b>0.5</b>	<b>LEFT</b> TL: <b>S 4th St</b>	6876
10B-R	<b>0.8</b>	<b>RIGHT</b> TL: <b>US 89</b> /Route 66/I-40 Bus. Lots of highway names, lots of traffic.	6860
10C-S	<b>2.2</b>	<b>straight</b> TL: Follow <b>US 89 N</b> toward Page. <i>Do not take US 66 toward I-40 and I-17.</i>	6825
	4.6	60.3 Townsend/Winona Rd.	
	9.6	55.3 Black Bill Park at Firehouse Ln. Commence climb.	6708
	15.0	49.9 11,200 ft Rees Peak (west); Sunset Crater National Monument (east). Start descent.	7285
	26.4	38.5 Leave Coconino National Forest and enter the Wupatki National Monument.	
	29.4	35.5 Leave the Wupatki National Monument.	
	41.2	23.8 Black Mesa Pump Station Rd. Rate of descent increases.	
	42.1	22.9 Enter the Navajo Indian Reservation. Mountain Daylight Saving Time = RAW race time - 2	
	44.5	20.5 Jct old US 89. Short break from the descent.	
	49.2	<b>straight</b> Jct SR 64. Reservation trading posts. Continue on <b>US 89 N</b> toward Page.	
	51.0	14.0 <u>Cameron</u> . Historic Cameron Trading Post (on left). Cross the Little Colorado River.	4120
10D-R	<b>64.9</b>	<b>RIGHT</b> T: <b>US 160 E</b> "Navajo Trail" toward Tuba City. Cross Hamblin Wash. Begin a short climb.	4461

## Begin MANDATORY Direct Follow at all times until the Utah/Colorado state line. (Rule 1405.2)

	66.9	8.1 Top of the mesa.	4699
	75.0	0.0 <u>Tuba City</u> . Jct <b>US 160</b> and SR 264/IR 101.	
TS10	<b>75.0</b>	<b>TS 10:</b> Tuuvi Travel Center.	4823

Don't be confused by the clocks in Tuba City. Navajo tribal offices and schools observe Mountain Daylight Time (RAW time - 2 hours), while most businesses do not conform with the Hopi Indian lands immediately to the southeast.

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 10: Tuba City, AZ

677.7 miles so far: 250.5 miles to go

# Race Across the West

TS 10 to TS 11

Tuba City, AZ to Kayenta, AZ

Elk warning signs are replaced with "Flash Flood Area", "Cattle on Road", "Horses on Road" and "Blowing Dust" warning signs. We are still on the lands of the Navajo and Hopi people.

**MANDATORY Direct Follow at all times until the Utah/Colorado state line. (Rule 1405.2)**

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS10	<b>0.0</b>	<b>Northeast</b> Continue on <b>US 160 E</b> through TL, right turn out of the Tuuvi Travel Center parking.	4823
	0.4	71.4 Under a large pedestrian overpass and onto the seemingly featureless plains.	
	10.2	61.6 Road trends upward. Somewhere around here and for ten miles we are on the Hopi Indian Reservation where Daylight time is not observed.	
	14.8	57.0 Top of Middle Mesa rise. Windmill to the left.	5684
	20.0	51.8 Somewhere around here we return to Navajo lands and Mountain Daylight Time.	
	22.4	49.4 <u>Tonalea</u> . Jct IR 21 then George Smith historical monument. Start a 30 mi climb.	5442
	31.9	39.9 <u>Cow Springs</u> .	
	39.9	31.9 Jct SR 98. Stay on <b>US 160 E</b> toward Kayenta.	
	52.6	19.2 Jct SR 564. Begin a downward trend to time station.	6688
	59.0	12.8 (CG).	
	60.5	11.2 <u>Tsegi</u> . A narrow canyon with white/pink rocks on the left and red rocks on the right.	
	64.2	7.6 8000 ft Lolamai Point on the left.	
	71.7	0.1 <u>Kayenta</u>	
11A-L	<b>71.8</b>	<b>LEFT</b> TL: <b>US 163 N</b> toward Mexican Hat.	5721
TS11	<b>71.8</b>	<b>TS 11:</b> Jct US 160 and <b>US 163</b> (route turn). Speedway gas station on right after the turn.	5718

Limited mobile device and cell phone coverage from here to TS 14 in Cortez.  
Try to make your TS arrival reports while at the Time Stations or in populated places.

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 11: Kayenta, AZ

749.5 miles so far: 178.7 miles to go

# Race Across the West

TS 11 to TS 12

Kayenta, AZ to Mexican Hat, UT

Oljato-Monument Valley.

**MANDATORY Direct Follow at all times until the Utah/Colorado state line. (Rule 1405.2)**

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS11	<b>0.0 Northwest</b>	Continue on <b>US 163 N</b> , right turn out of Giant/Conoco gas station.	5718
	1.2	42.9 TL: Navajo Rte 106/6486. Kayenta post office and Tohdenasshai Trading Post.	
	2.7	41.4 Cross Laguna Creek. <i>Caution--narrow bridge.</i>	5518
	6.0	38.1 6800 ft Segeke Butte on the left and the 5800 ft Chaistia Butte to the right.	
	7.9	36.2 6900 ft Agathia Peak ahead to the right. Gradual descent to the Utah border.	5663
	23.2	20.9 <b>Enter UTAH.</b>	
	23.9	20.2 <u>Gouldings</u> (to left). Mitchell Butte Wash just past Monument Valley Rd.	5175
	29.1	15.0 Monument Pass, 6666 ft. Brigham's Tomb on right.	5728
	35.5	8.6 Cross Douglas then Halgaitoh Washes.	5024
	37.0	7.2 Top of climb.	5221
	38.3	5.8 <u>Halchita</u> . Brake test area. 6% to 10% downgrades ahead.	
	44.1	0.1 <u>Mexican Hat</u> . Cross the San Juan R.	4081
12A-R	<b>44.1</b>	<b>RIGHT</b> <i>Caution--sharp 25 mph marked turn at far end of bridge.</i>	4082
TS12	<b>44.7</b>	<b>TS 12:</b> Shell Gas on the left side of <b>US 163 N.</b>	4181

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 12: Mexican Hat, UT

794.3 miles so far: 134.0 miles to go

# Race Across the West

TS 12 to TS 13

Mexican Hat, UT to Montezuma Creek, UT

Open range cattle on roads. The route never gets very far away from the San Juan River.

## MANDATORY Direct Follow at all times until the Utah/Colorado state line. (Rule 1405.2)

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS12	<b>0.0</b>	<b>Northeast</b> Continue on <b>US 163 N</b> , left turn from Shell gas station.	4181
	0.4	19.4 Lowest elevation in this section on the Navajo Reservation..	4160
	3.4	16.5 Jct SR 261. Leave the Navajo Reservation.	
	5.4	14.5 Begin a gentle 7 mile climb.	4292
	12.6	7.3 Top of longest climb in this section. Start a descent marked up to 8%.	5150
	16.9	3.0 Cross Comb Wash. Passing lane on the short steep climb out of the gully.	4365
	17.4	2.5 Top of the climb out of the gully.	4637
	18.5	1.4 Bottom of the next gully. Butler Wash.	4381
	19.2	0.7 Top of climb out of the gully.	4574
13A-S	<b>19.9</b>	<b>straight</b> T: Road becomes <b>US 191 N</b> toward Bluff. Return to Navajo Reservation lands.	4491
	24.0	0.7 <u>Bluff</u> .	
13B-R	<b>24.7</b>	<b>RIGHT</b> T: <b>SR 162 E</b> /Mission Rd toward Montezuma Creek (across from Twin Rocks Café).	4353
Approach Cattle Guards with extra caution in this area. There are some wide gaps which pose a hazard and could damage a bike wheel or cause a serious accident.			
	26.6	12.7 (CG). Leave the Navajo lands again.	
	28.9	10.4 Top of bluff. Many 200' "rollers" in next ten miles.	4551
	36.8	2.5 (CG). Back on the Navajo Reservation.	
	37.7	1.6 <u>Montezuma Creek</u> .	
13C-R	<b>39.3</b>	<b>RIGHT</b> SS/T: Stay on <b>SR 162 E</b> toward Montezuma Creek.	4456
13D-L	<b>imm</b>	<b>LEFT</b> Stay on <b>SR 162 E</b> toward Aneth (before Texaco Gas).	4448
TS13	<b>39.6</b>	<b>TS 13:</b> Red Mesa Gas (on right) midtown.	4459

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 13: Montezuma Creek, UT

833.8 miles so far: 94.4 miles to go

# Race Across the West

TS 13 to TS 14

Montezuma Creek, UT to Cortez, CO

On the outskirts of Aneth the course leaves the state highway and follows ranch roads clockwise around Ute Mountain. Leave the Ute Mountain Reservation at the Colorado Border.

Don't miss the unmarked turn at mile 7.1 and find yourself on the wrong side of the creek!

**MANDATORY Direct Follow at all times until the Utah/Colorado state line. (Rule 1405.2)**

<u>ref</u>	<u>mile</u>	<u>turn</u>	<u>elevation</u>
TS13	<b>0.0</b>	<b>Southeast</b> Continue on <b>SR 162 E</b> , right out of the TS gas station. San Juan R on the right.	4459
14A-L	<b>7.1</b>	<b>LEFT T: Ismay Trading Post Rd</b> (unmarked) toward "Hovenweep Nat'l Monument." <i>Turn is before the McElmo Creek bridge.</i>	4495
	9.3	36.4 1/2 mile moderate climb.	4579
	15.9	straight Stay on <b>Ismay Trading Post Rd</b> toward Cortez. <i>Do not turn left toward Hovenweep.</i>	
Approach Cattle Guards with extra caution in this area also. There are some more wide gaps which pose a hazard and could damage a bike wheel or cause a serious accident.			
	18.6	27.1 (CG).	
	19.4	26.3 (CG). Leave Navajo lands	
	19.7	26.0 <b>Enter Colorado</b> (unmarked). The road is now labeled <b>Road G</b> or <b>Creek 21</b> on maps.	
<b>Begin MANDATORY leapfrog support during Day Time. There is no Direct Follow during Day Time in Colorado. (Rule 1405.2)</b>			
	32.2	13.5 <u>Battle Rock</u> .	
	33.8	11.9 Cross McElmo Creek.	
	38.0	7.7 Jct Rd J.	
	43.0	2.7 Jct Rd 21.	
	44.8	0.9 Jct Airport Rd. Move to left lane for turn at upcoming TL.	
14B-L	<b>45.7</b>	<b>LEFT TL: US 160 E.</b>	5944
	46.3	2.0 <u>Cortez</u> . Cross McElmo Creek (again).	
14C-BR	<b>48.3</b>	<b>RIGHT</b> Stay on <b>US 160 E</b> toward Durango.	6185
TS14	<b>50.2</b>	<b>TS 14:</b> Jct Cactus St & Main St (Walmart Supercenter sign on <b>US 160</b> ).	6166

Arrival time/conf#: \_\_\_\_\_ / \_\_\_\_\_

Time Station 14: Cortez, CO

884.1 miles so far: 44.2 miles to go

# Race Across the West

TS 14 to TS 15

Cortez, CO to Durango, CO

Leaving Cortez, the course heads into the heart of the Colorado Rockies, the San Juan Skyway, with two warm-up climbs. Elk warnings return. Generally, wide roads with good shoulders and moderate traffic.

The route is now getting into the serious climbing of the Rocky Mountains. Here live some of the best, most skillful, and fastest automobile drivers in the country. At night they will see your unusual lights and perhaps give you extra room while wondering what you are up to. At dusk, dawn, and during rush hours they are less likely to see you before blowing by too close for comfort. Crews protect your racers!

**There is no Direct Follow during Day Time hours in Colorado. (Rule 1405.2)**

<u>ref</u>	<u>mile</u>	<u>turn</u>		<u>elevation</u>
TS14	<b>0.0</b>	<b>East</b>	Continue on <b>US 160 E</b> , right turn if you stopped at Walmart.	6166
	0.4	straight	TL: SR 145. Stay on <b>US 160 E</b> .	
	3.6	39.9	Cross McElmo Creek again and for the last time.	6283
	8.7	straight	Jct US10/Mesa Verde National Park. Stay on <b>US 160 E</b> . 3 mile gradual descent.	6958
	11.9	31.6	Mud Creek. Commence climb up Mancos Hill.	6630
	14.9	straight	Stay on <b>US 160 E</b> . <i>Do not turn right to Bus US 160</i> .	
	16.3	27.2	<u>Mancos</u>	
	17.0	26.5	Cross Mancos R. Bus US 160 merges from right.	
	22.1	21.4	Mancos Hill summit. 2 mile descent into Thompson Park.	7932
	23.5	20.0	Cottonwood Creek, Thompson Park. Commence climbing again.	7620
	30.7	12.8	Hesperus Hill summit. Ski area on the right.	8418
	33.0	10.5	Jct SR 140. Stay on US 160 E.	8135
	33.8	9.7	Begin marked 6% descent.	8221
	43.4	0.1	<u>Durango</u> . Cross Animas R. Right turn immediately after the bridge, well before the traffic light.	
15A-BR	<b>43.5</b>	<b>br RIGHT</b>	Stay on <b>US 160 E</b> toward Pagosa Springs. (Right turn lane avoids TL).	6482
15B-L	<b>44.2</b>	<b>RIGHT</b>	TL: <b>Santa Rita Dr</b> / SR 3 Proceed to FINISH inside Santa Rita Park.	6500

**Finish of the 2022 Race Across the West**