

COURSE DIRECTIONS

START TO BOUNTIFUL B (MILE 0 to MILE 16.6)

From the start at East Mountain Wilderness Park, go past the green metal gate of East Mountain Wilderness Park and follow the dirt road north to the Bonneville Shoreline junction (mile 0.4), marked by a white rectangular sign. In about 360 feet you will encounter another trail junction. Bear right, and head uphill (you will encounter 2 additional forks as you head uphill, always take the right fork), northeast, onto the BST, which is at the 5200 foot terrace level (mile 0.68). From this junction take a right turn (90°) and go south. Here, the BST is at first single track and then double track, but with little elevation change.

As you travel south, you will first pass above the gun club range (mile 1.3), where can look down to the west, and see from where you started. Continue running south, maintaining your elevation on the BST. Then, at mile 2.4, as you approach Bair Canyon, you will drop off the BST and drop down southwest on a trail towards the mouth of Bair Canyon. As you descend, you will come onto an old dirt road (mile 2.6). At this point, turn left (east), and head into Bair Canyon. You will be on a trail on the north side of Bair Canyon, and will reach the Bair Creek Bridge at mile 3.1. You have about 3.6 miles of climbing ahead of you.

As you get into upper Bair Canyon, you will see the Francis Peak Radar Domes to the south appearing as huge “golf balls” looming to the south. When you have climbed four miles up the Bair Canyon trail you will reach the ridge road along the crest of the Wasatch (Mahler Junction, mile 6.7). Turn right and stay on this road southbound as it passes to the east of the radar domes. This dirt road meets another much larger and smoother graveled road south of the domes (mile 8.0). Go right, downhill on this wide road until you come to the large parking area at mile 11.5. This is Grobben’s Water Stop. Perhaps you will meet John Grobben, the race director, at this location.

Upon leaving the water stop area, go southeast on the smaller dirt road, which follows the eastern side of the ridge. In about 0.75 miles

this main dirt road gently climbs into a saddle and leaves the ridge (Gold Ridge, mile 12.3), continuing to the right (west) side of the ridge. (Do not take the recreation vehicle trail going up Gold Ridge). The dirt road continues south for about 1.4 miles where the road crosses a small stream (look out for large road ruts made by OHV's) and junctions with a road that goes south. This is called Watershed junction. Continue straight westward for 0.2 mile to Charlie's Corner, a junction at mile 13.7. Turn left and follow the rocky 4-wheel drive road to the south as it climbs up and descends across a meadow. Go down the road until it turns east towards the aspen trees. Just before the trees, the road heads east. Leave the road onto a rough trail straight ahead and down. The rough trail stays west of the intermittent stream drainage until it drops far enough down to cross the first stream in the Right Hand Fork of Arthurs Fork at 14.8 miles. Cross below the beaver ponds; head south and stay to the right of the stream. You soon can step across another small tributary stream coming in from the west. Continue downstream until the trail climbs uphill and leaves the stream. The trail climbs steeply up and turns west for a few hundred yards and then heads across another stream. It then climbs steeply up the north face of a heavily forested area of tall fir and aspen trees. There are two other short but tough climbs through several meadows and then it finally climbs to the Bountiful B aid station at mile 16.6.

BOUNTIFUL B TO SESSIONS LIFT OFF (MILE 16.6 to MILE 20.9)

Head south from the Bountiful B checkpoint along the ridge road. It runs out onto the top of the ridge with large wide meadows. At times you will be able to see the valleys far below on either side of the ridge. It passes another OHV trail that heads to the west. The road eventually passes under tall spruce trees, crosses under some power lines, and heads south through some meadows on the ridge. The road twists, dropping southeast through the trees. The road becomes much rougher dropping very steeply down a hillside. Follow the road as it drops and rises until you near some tall white firs at an old campsite. This is the location of the "Sessions Lift-Off" Aid Station at mile 20.9.

SESSIONS LIFT OFF TO BIG MOUNTAIN PASS (MILE 20.9 to MILE 31.9)

From the Sessions Lift Off, continue south down the rough road, which levels out into a meadow. Look for a Great Western Trail sign on the left. The trail makes a stiff climb through aspen and pine until it comes to the ridge top of the Sessions Hills (mile 22.2). In this section there are frequent rocky areas with loose rocks to negotiate. Once on the ridge, drop downhill eastward through the sagebrush on the very rocky trail to a big saddle between peaks (mile 22.7) and follow the rocky trail uphill to the east until the trail bends southeast becoming a better trail which stays mostly on the southwest facing sides. At the junction with the Grandview Peak trail (mile 24.1), go hard left and eastward, remaining on the trail along the ridge. Continue east until the trail suddenly drops steeply down to City Creek Pass (mile 25.7). Head uphill east again to a junction known as the Brink (mile 26.1). At the junction, continue straight ahead (don't take the trail on the right), and climb up the hill and follow the trail as it contours under Swallow Rocks. The trail continues east and encounters a jeep road at the Swallow Rocks area (mile 27.4).

From the Swallow Rocks area go east on the OHV road. Do not take any roads off this main ridge road. Continue eastward until at mile 29.1 you will come to a sagebrush-covered hill (Great Western Trail Junction) where you leave the OHV road and take the Great Western Trail, which goes off uphill at an angle climbing to the right. TAKE THE TRAIL TO THE RIGHT. DO NOT STAY ON THE ROAD! If you are looking at your feet at this point, you will get lost for a long time. On the Great Western Trail, climb a short distance and swing east and then head south on the western side of Big Mountain. It drops into a meadow and passes through some aspen stands eventually coming out of the trees where you can see an exposed bare hill ahead of you (to the south), named Inspiration Point. Follow the trail around this hill (mile 30.9) on the west side and then south side where it starts dropping generally southeast. The trail switchbacks and crosses the highway to arrive at the Big Mountain Aid Station (mile 31.9).

BIG MOUNTAIN TO ALEXANDER AID STATION (MILE 31.9 to MILE 40.7)

From the Big Mountain Aid Station, the trail begins on the eastern side of the parking lot. It climbs southeast eventually turning south along the ridge top. Yellow painted splotches on trees and signs indicate East Canyon Resort property, which will be on your left side as you head south. Drop into a valley called Daisy Meadow at 33.6 and proceed on into the forest ahead. Bald Mountain is at mile 35.3. Continue south paralleling a private road until you reach Pence Point at mile 36.8. Turn right here. DO NOT CONTINUE STRAIGHT AHEAD! If you are looking at your feet at this point, you will get lost for a long time. The trail, now heading west, winds along the ridge tops through the oak brush. You will find the trail to be steep in places (Baugh Bearing Hill) with loose round rocks. Be careful. After many up and down hills crossing the ridge, you descend past a grassy buried pipeline route, onto a flat under power lines. This is Alexander Ridge mile 39.7, previous location of aid station.

(Note: From this point to the location of the Alexander aid station, a distance of 1.0 mile, is closed to the public. Any use of this one mile segment is not permitted except only on race day). On race day, from this point take the right hand road and steeply descend down and to the northwest, heading toward the reservoir to the highway below. At the highway is the Alexander Aid Station (mile 40.7).

Special note: The section from Big Mountain to Lambs Canyon takes 3 to 5 hours. It will feel cooler out of Bald Mountain because there is some shade. However, a few miles out, the trail becomes difficult as you run on ball-bearing size loose rocks. Exposure to the sun may become severe with temperatures sometimes above 100 F. The hot sun reflects off the light colored soil and can bake everyone in the Alexander Springs area and in the descent down to Lamb's. CARRY MORE WATER THAN YOU THINK YOU WILL NEED ON SUNNY DAYS. Dehydration strikes hard. Nausea runs rampant. Wear a hat, a loose neck bandana, and keep them wet. Take a flashlight if there is any chance of finishing this section after 7 PM.

ALEXANDER AID STATION TO LAMBS CANYON (MILE 40.7 to MILE 47.5)

From the Alexander aid station, go south along the left side of the highway facing traffic. In 0.36 mile you will come to a side road on your left with a gate. This is the course. Go around the gate and head east up into the valley following the road. In about 0.8 mile the road picks up a trail (straight ahead) and continues as a trail. In about 1.3 miles you will come to Alexander Springs, to the left, within two feet of the trail (mile 43.0). This is a great place to soak your shirt and head.

From here the trail starts climbing uphill, continuing east, on the obvious grassy road/ trail. There are gas pipeline signs marking right-of-way. As you continue eastbound up the canyon, the power lines will first be on your right (south) and then they will cross over to your left (north, 0.87 mile, from the spring) and will stay just to your left along the north side of the trail.

Do not miss the Roger's Saddle junction coming up - this is critical! Look for the last power pole on your left, which is POLE 177. This is a visible warning that you are approaching the Rogers Saddle junction. Just after POLE 177, the power lines cross back over to the south (right side) of the trail (mile 44.4, or about 1.4 miles up from Alexander Springs).

Where the power lines pass over you from the left to the right, the road/trail also gently bends to the left giving you a clear view straight ahead to the top of the canyon. You are only 470 feet from the critical Rogers Saddle junction. Take the sharp, sudden trail on the right and leave the road. This is Rogers Trail Junction at mile 44.6. DO NOT STAY ON THE ROAD! If you are looking at your feet at this point, you may get lost for a long time.

After the junction, this section of the trail climbs through pine trees and brush. Go over the top of the gentle ridge (Rogers Saddle, mile 44.8) and drop south to the other side eventually coming to the railroad fill (mile 45.2) where you turn right. Follow the railroad grade all the way down to the causeway/fill crossing over the Parleys Creek stream. Bear to the right here. If you go straight ahead you will miss the junction and come to a paved frontage road. If so, turn back and look for the trail. The trail heads bears west, paralleling the paved frontage road, which is hidden by thick oak brush. The trail follows under some power lines for a while and cuts down abruptly crossing

the small stream, and continues downstream. Look for the sudden left turn which crosses the stream again. Climb up the hill onto the dirt road and go eastward to the Lambs Canyon Checkpoint (mile 47.5).

LAMBS CANYON TO BIG WATER (MILE 47.5 to MILE 56.4)

Runners take 2 to 3.5 hours to go from Lamb's to Big Water. Temperatures will cool down as you gain altitude and reach the forests and canyons. The climb up Lamb's gains 1500 feet in 2.1 miles. Most runners will need flashlights through this section and warmer clothing. Dehydration and altitude make a dangerous combination so take precautions.

From Lambs Canyon aid station, pass under the freeway and go 1.6 miles up Lambs Canyon to the trailhead (mile 49.2) where there is a small parking area with rest room. (If you stay on the road, you will come to some cabins, and have gone too far). At the bathrooms, the trail drops off the right side of the road and crosses the stream. The trail climbs southwest up the ridge between the two canyons taking a very big switchback before it reaches the top. When you cross over the top of the divide (Bear Bottom Pass, mile 51.2), continue downhill making several switchbacks and turn left (downward) at the Mount Aire Trail fork junction. In about a quarter mile you will come to Elbow Fork on the Millcreek Canyon paved road (mile 52.9).

From Elbow Fork cross the road and the creek bridge and, paralleling the road, take the trail for about 1.8 miles up canyon until you reach the Alexander Basin trailhead (mile 54.7). Continue on the trail for about 1.7 miles more until you reach the Big Water Aid Station (mile 56.4).

BIG WATER TO DESOLATION LAKE (Mile 56.4 to Mile 61.3)

Runners take 1.2 to 2.5 hours from Big Water to Desolation Lake. The trail is broad and quite an improvement over the previous trails. It is easier and faster. The course leaves the Big Water Aid Station and climbs in sweeping turns towards Dog Lake. Continue for 2.6 miles until you reach a trail junction at mile 59.0, and turn right and uphill to

a second junction in 0.2 miles that has a sign indicating you are now on the Desolation Trail. Bear left, go downhill 0.1 mile to Dog Lake (named for water dogs or salamanders). Stay on the left side of the lake. Just a few dozen feet past Dog Lake take the left fork trail. This trail is generally level and laterals east until joining a trail at a foot bridge (mile 60.2). Stay to the left and continue just over a mile east from this junction until you cross up and over a rise and descend into the bowl containing Desolation Lake and the Desolation Lake Aid Station (mile 61.3). This aid station is back country and will have limited food.

DESOLATION LAKE TO SCOTTS PEAK (Mile 61.3 to Mile 65.3)

After a steep climb up from the Desolation Lake aid station up to “Red Lovers Ridge” (mile 62.0) you reach the main ridge of the Wasatch Range (9900 feet elevation). Turn right (south) at the trail junction on the ridge and continue southwards as it climbs up staying mainly on the southwest side of the ridge. Runners can make better time as the trail hovers around 9500 to 10,000 feet. The lights of Park City, Brighton, and Salt Lake City can be seen at night up on the higher vantage points. The trail becomes a primitive road about a mile before the Scotts Peak Aid Station (mile 65.3).

SCOTTS PEAK TO BRIGHTON (Mile 65.3 to Mile 69.3)

Leaving Scotts Peak aid station, the trail then traverses around Scotts Peak (with cell phone towers and buildings beside the trail) and then descends a very steep dirt road (called Puke Hill) to Scotts Pass (mile 66.5). From Scotts Pass take the main dirt road continuing left, down to the west. The road laterals around on the northwestern side of the forested slope for about a mile until you arrive at a metal gate, which you go around. Just beyond the gate is a restroom on the right (Sleepy Hollow, mile 67.1). The course now leaves the dirt road immediately after the bathroom by taking a trail down off to the right. If you miss this trail and hit the paved road, you’ve gone too far.

This single track trail parallels the highway above you (to your left) for about 1/3 mile until you come to a junction with a quality trail coming up from behind you on your right. Don't proceed ahead on the poor trail, but rather take the hard 270° turn to your right, where the trail turns into a very nice dirt road. Head northwest for another about 1/3 mile until you hit another road junction coming up from behind you on your left. (There is a solar panel on a steel pole on your left, close to this turn). Take the hard 270° turn to your left onto this road, heading south. After this turn, the road then bends gently around to the right crossing over the creek, then heading you gently uphill, northwest. Continue for 1/4 mile until you climb up onto the Guardsman Pass paved road. Go downhill on the paved road until you finally reach the junction with the main highway to Brighton (mile 68.7). Turn left at the highway and go up the road a quarter mile up to the Brighton loop road. At the loop, go left against vehicle traffic and follow the loop road around to its south end. Go through the parking lot to the Brighton Manor building which is the Brighton Aid Station (mile 69.3).

BRIGHTON TO ANT KNOLLS (MILE 69.3 to MILE 74.1)

Coming out of the Brighton Aid Station, go down the stairs and go straight ahead to the Lake Mary/Catherine Pass trail head sign intersecting the gravel trail and turn right. Follow the gravel trail uphill between the Brighton Snowboard/Ski School building (on the left) and a large pine tree (on the right) until you come to a road with a green gate on the opposite side. Don't go through the gate, but take the trail across the road to the right of the green gate between the large logs. Continue uphill on this trail as it heads southeast and switchbacks up underneath the ski lifts in broad open uphill meadows. In about 2/3rd mile the trail skirts around a granite outcrop where it bends to the right and flattens out. It then climbs a bit until you reach a wooden sign that says "trail" with an arrow pointing to the right into the trees.

Continue south uphill to the Dog Lake Junction continuing straight and over a wooden bridge just past the junction. The Twin Lakes junction is a couple of hundred feet past that (mile 70.4). Pass by that junction and continue climbing on a very rocky trail with granite boulders.

Climb up the trail to the dam just below Mary Lake and the lake edge and follow the main trail going left. Continue on this trail as it climbs south uphill past Lake Martha on your right. It switchbacks to an overlook above Dog Lake and continues up to the Lake Catherine trail junction sign at mile 71.6. Pass by that junction and follow the trail up to the ridge west to Catherine Pass (mile 72.0).

The trail splits here; one trail going west, downhill to Albion Basin (do not take this trail) and the correct trail going south, uphill. Take the uphill trail southward as it climbs and switchbacks onto a very sandy area (the “Beach”) short of the crest of the range. At mile 72.3 you crest the highest point of the course, Sunset Pass (aka Point Supreme, 10,464 feet). The trail goes over the crest and drops down into the Dry Fork drainage through some firs on the south side of the range and proceeds in a southeast direction on a rocky trail. It is also marked “Great Western Trail.” It then again drops steeply, twisting through meadows on very rocky trails eventually dropping down an excruciatingly steep jeep road with loose rocks. The jeep road soon drops to the trail junction of trail #157 on your left. This is the location of the Ant Knolls aid station (mile 74.1).

ANT KNOLLS TO POLE LINE PASS (MILE 74.1 to MILE 77.2)

Leaving the Ant Knolls Aid Station, take the trail east, climb up the “grunt” to the ridge top, at mile 74.6, and turn right and head south. The trail traverses around the Ant Knolls through stands of aspen trees heading south. The trail splits as you traverse, so bear right. Do not go to the left and head uphill along the ridge. Past this split on the right side and continue to traverse the west side of the ridge for one mile. Then, in about a mile, the trail crosses over to the east side of the ridge for another half mile until the trail zigzags down the mountain for 0.7 miles and ends up at Pole Line Pass (mile 77.2).

POLE LINE PASS TO ROCK SPRINGS WATER STOP (Mile 77.2 to Mile 81.2)

Look for the trailhead sign for Trail 157 and head south on this trail. Stay on the trail until you come to Sandy Baker Pass (77.8) and the northern junction of the Pot Hollow-East Ridge Trail 38 with Trail 157. Head right on Trail 157 going west. The trail then traverses for about 3/4 of a mile through a pine and fir forest, turns south, and climbs gently for another mile. You may see Forest Lake below you to your right and evidence of winter avalanche tree fall as you run along this section. The trail then passes the Forest Lake trail junction (mile 79.5). Stay on Trail 157 as it climbs steeply to Point Contention, mile 80.2, and curves back to the left climbing gently until it reaches the junction with Holman Trail 39 (mile 81.1). Bear left at the intersection as the trail drops through some aspen trees to Rock Springs. A small pipe on the left side of the trail with water running into a catch basin will usually have drinkable water. This is the location of the Rock Springs Water Stop, mile 81.2. This is primarily a manned water stop .

ROCK SPRINGS WATER STOP TO LITTLE DEER CREEK AID STATION (Mile 81.2 to Mile 88.3)

One hundred feet east of Rock Springs is the trail junction with East Ridge Trail 38. Take the East Ridge trail going uphill to the left and climb through the Aspen trees. The trail climbs up to Serenity Point, mile 81.6. Follow the trail on an old CCC terrace until it joins a newly created trail (now called the "Glide", at mile 81.9, replacing the historical "Dive"). The new trail contours around the mountain until it reaches the start of the "Plunge" and drops northeast out on a ridge, then down into a gully (a 600 foot decent) and until bottoming out at mile 83.7. Turn a sharp left here heading uphill to the northeast. This trail climbs up through several fir and alpine meadows until it meets the Pot Hollow trail #37 junction at mile 85.6 where you turn right and drop east. The trail is steeper for about one-half mile to Ruminant Springs (86.0). It swings back eastward down through the trees to Pot Hollow and the junction with and OHV road.

From Pot Hollow turn to the right, south, and go down the OHV road. In about a mile you will come to a huge puddle in the road (mile 88.0). Work around that and continue gently dropping to the south. In

about 1/3 mile past the puddle, you will arrive at the Little Deer Creek aid station (mile 88.3).

LITTLE DEER CREEK TO DECKER AID STATON (Mile 88.3to Mile 94.8)

At the Little Deer Creek aid station, leave the road onto a vague trail, going across a meadow directly to your left (east). At the east end of the meadow, against the hillside, you will cross a creek bed, and get onto an old irrigation canal that is a good, level trail going gently downhill to the south. Continue south along this canal to the 4-way junction on the ridge. From this junction proceed south on the OHV trail (Wasatch Mountain State Park trail #4) until this OHV trail switchbacks down the south face of the ridge to reach the Cascade Springs dirt road called The Top of the Wall, mile 91.8. This is the dirt road that goes from Midway to Cascade Springs. This location is designated as a “pacer exchange point.” Continue south, crossing the Cascade Spring Road on an OHV trail for 0.2 mile to Joan’s Junction at mile 92.0. At this point the course leaves the OHV trail and turns to the left (East) down to Decker Canyon. The trail joins a road. Continue to the right, downhill on this road. In 2.8 miles you will come to the Decker Canyon Aid Station, mile 94.8.

DECKER CANYON AID STATON TO THE FINISH (Mile 94.8 to Mile 100.0)

From the Decker Canyon Aid Station continue down Decker Canyon going South out to the mouth of the canyon where it meets the Deer Creek Parkway Trail (mile 95.7). Go left (northeast) around Deer Creek Reservoir for 5 miles on the Parkway Trail. You will exit the trail at the Parkway trail where the paved road begins (mile 99.3); continue through the small parking lot to the main road going up to the Pavilion. Run alongside the road for 0.7 of a mile to the Finish Line (MILE 100.0).

**CONGRATULATIONS!!! WELCOME TO THE FINISH AT THE
WASATCH MOUNTAIN STATE PARK SOLDIER HOLLOW
PAVILION!**