Bradshaw Brute 100

Section by Section Course Description

This document contains Section by Section descriptions for the Bradshaw Brute 100 distance. See the website for Section by Section descriptions for the other race distances.

Updated 10/1/26

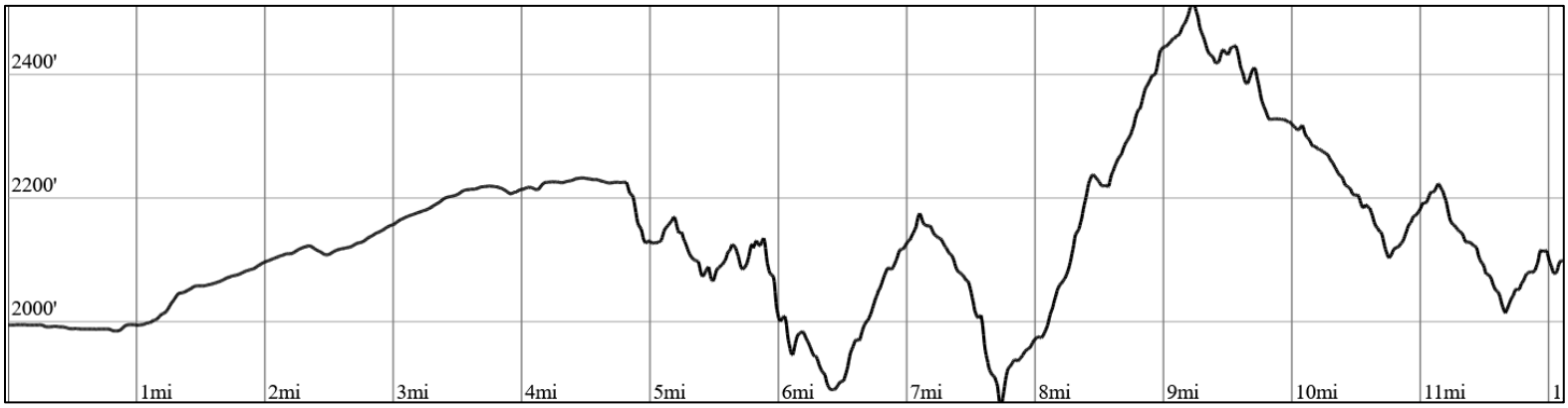
This document will not be updated with course changes within 1 month of the event.

Start (0.0) to Cottonwood Creek Aid Station (12.2) (12.2 miles w/ +1,824' and -1,720')

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

One hour after the Cocodona 250, the Bradshaw Brute race begins at Deep Canyon Ranch in Black Canyon City, the gateway to the Black Canyon National Recreation Trail. After leaving the start corral, a hard right starts your climb up to the beautiful BCT (Black Canyon Trail). Enjoy the sunrise as you twist through the Sonoran Desert among Saguaro Cactus and Ocotillos. At mile 2.3 the 250course stays straight and the Brute course hangs a left to stay on the BCT. The course crosses the Agua Fria river at mile 3.7 and again at mile 5.8. Most likely, there is no chance to keep your feet dry at these two crossings. At mile 9.1, the 250course joins you on the BCT again. Watch for a sharp right turn at mile 11.7 to leave the BCT for a double-track backroad. Another ½ mile and you've made it to the first aid station, Cottonwood Creek.

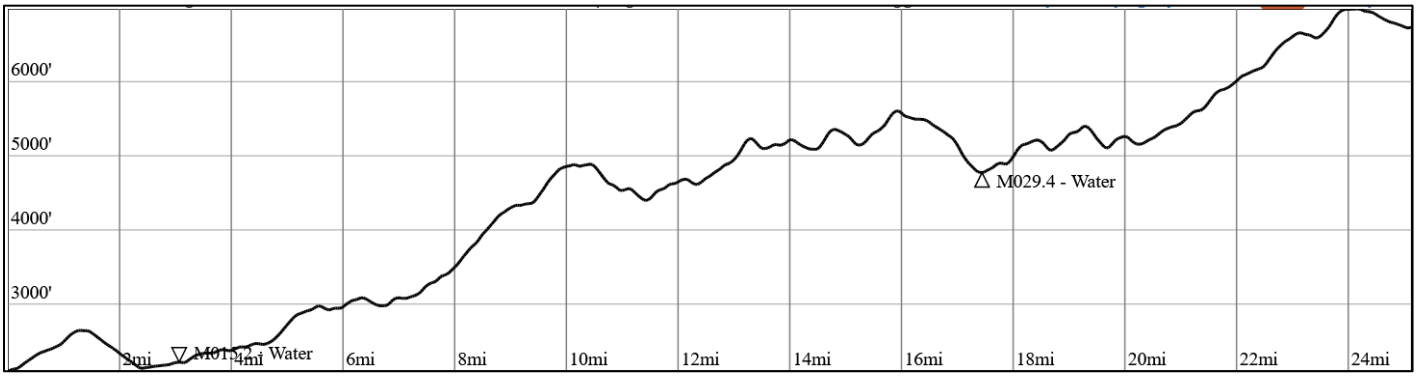
NOTES – You are required to leave the start line with the ABILITY to carry 4 liters of water. You don't have to leave the start line with 4 liters of water. The first aid station is 12.2-miles from the start, the second aid station is another 25 miles. Therefore, you will be REQUIRED to leave Cottonwood Creek Aid Station with AT LEAST 4 liters of water. The section from Cottonwood Creek Aid Station to Lane Mountain Aid Station is really HOT. BE SURE you have electrolytes and sun gear. Take it easy. Depleting yourself at this point can have some pretty disastrous consequences. Save your legs, start with poles and consider bringing a filter flask.



Cottonwood Creek Aid Station (12.2) to Lane Mountain Aid Station (37.3) (25.1 miles w/ +9,518’ and -4,856’)
The course leaves Cottonwood Creek Aid Station on a rough beat-up old mining road. After a steep climb and decent, you’ll cross Cottonwood Creek (you’ll most likely be able to keep your feet dry here) and arrive at the first water station at mile 15.2. You can take up to 1 liter of water here. Leave the water station and immediately cross Boulder Creek (again, you’ll most likely be able to keep your feet dry). The next 21 miles are TOUGH. It’s basically a huge pile of loose rocks. This section is also the hardest to access with a vehicle. Once you gain the ridge, the views in all directions are incredible and the steepness levels out…only to give way to rollercoaster sections of very steep up and very steep down. Even with fresh legs, you’ll probably slip on the ball-bearing gravel a bit…we sure did. Jamil described this section as, “steep, rugged, and hot”. Yup.

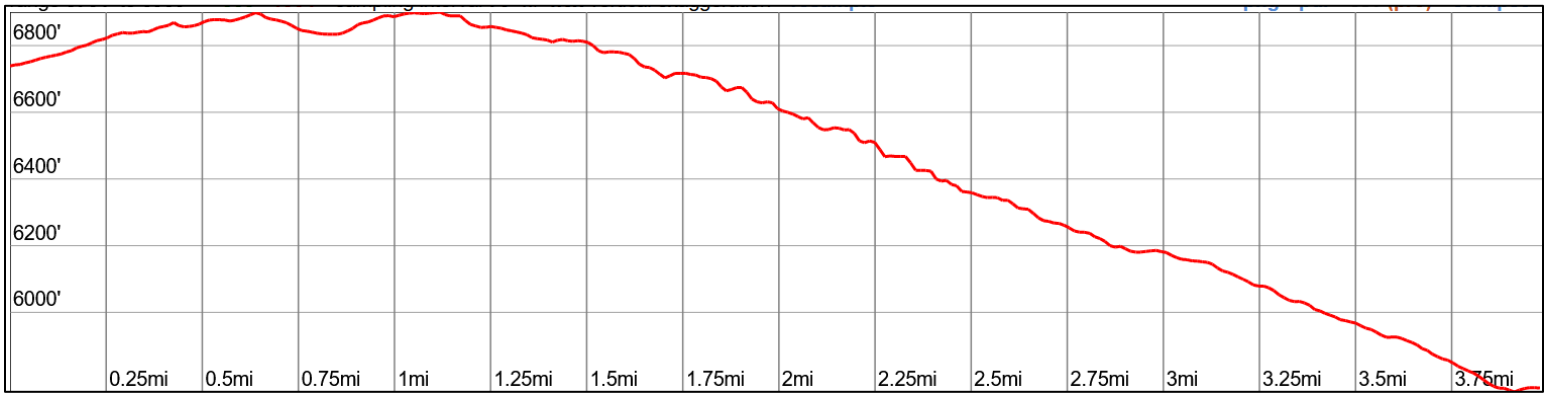
At mile 29.4 you will arrive at the second water station in this section. You can take up to 1 liter of water here. At mile 23.4, a sharp right-hand turn **(pay attention here)** takes you off of a jeep road and onto the Lane Mountain Trail. This is a great trail which, as it climbs 1,500’ over the next 2.5 miles, will give you more and more shade as the hot Sonoran Desert finally gives way to Ponderosa Pines and cooler temps of the Bradshaw Mountains. At the top, the views open up to endless ridgelines, valleys, and Lake Pleasant in the distance. Once you pop off the single-track at the top, you’ll coast on nice double-track for another mile to the aid.

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



Lane Mountain Aid Station (37.3) to Crown King Aid Station (41.4) (4.1 miles w/ +338' and -1,304')
This a fairly easy cruise down to Crown King. The surface is double-track dirt road and it is mostly smooth. The temps will be cooler and the light through the Ponderosa Pines will be golden. Smile. A quick left puts you smack dab in the middle of an old mining "town", which is basically just a general store and the Crown King Saloon. This is the oldest continuously operated Saloon in Arizona.

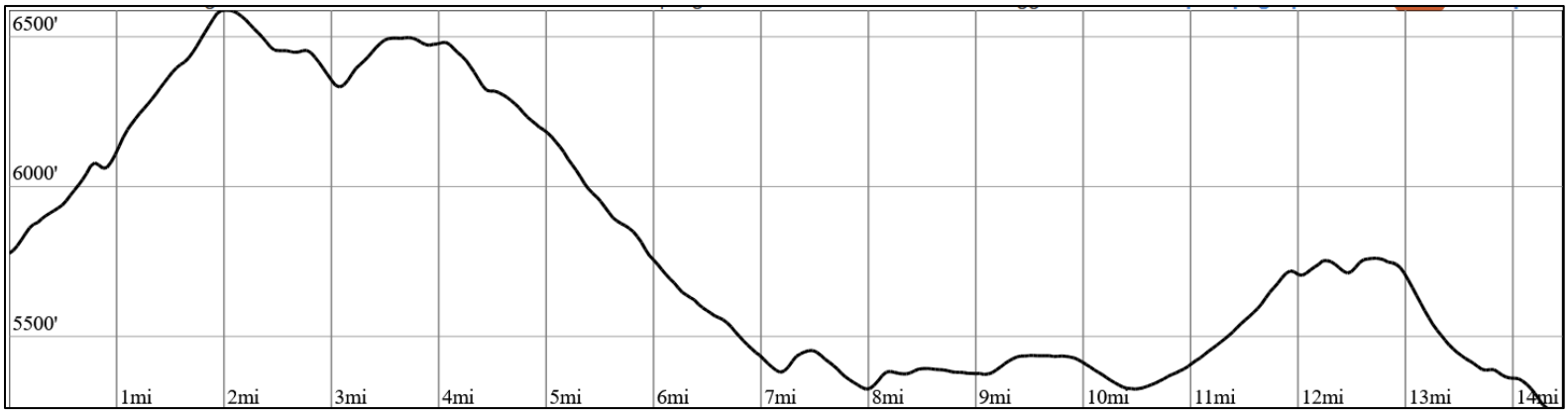
NOTES – Crown King is the first location with drop bags. And you can get a beer and a shot of whiskey. Put some wet wipes and a change of socks in your drop bag. Take the time to wipe the desert dust from the first couple of sections off of your feet. DEAL with your foot issues NOW. Don't wait.



Crown King Aid Station (41.4) to Arrastra Creek Aid Station (55.8) (14.4 miles w/ +2,004' and -2,525')
Cocodona is the only ultra-marathon to traverse the entire Bradshaw Mountain range which parallels the Black Canyon Trail and leads north from Phoenix to Prescott. This diverse mountain range was settled by the Yavapai people beginning in the 1100's and later mined for gold, silver and copper in the early 1900's.

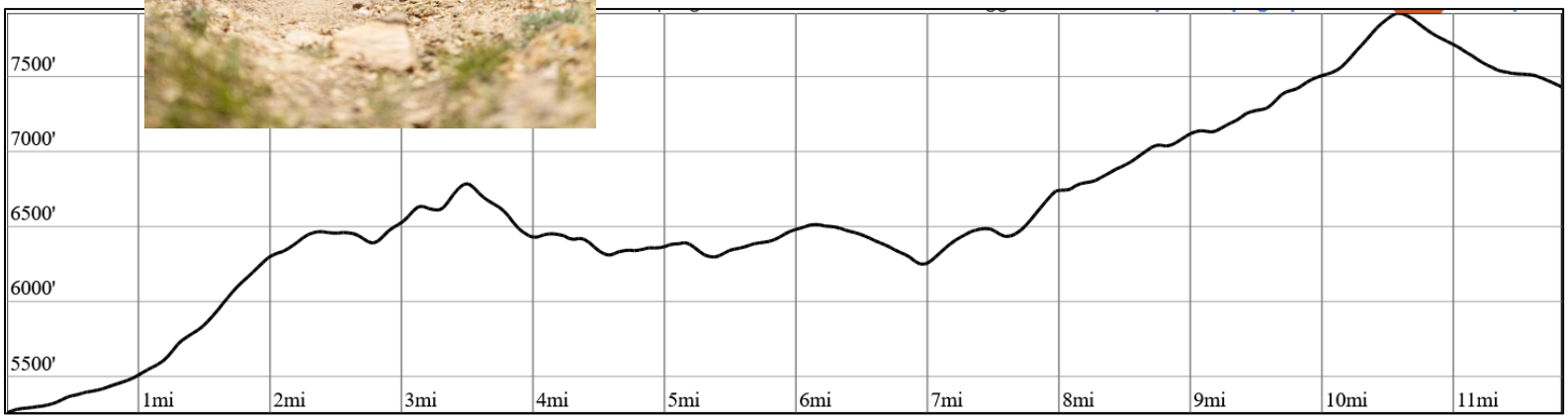
Turn left out of the Crown King Saloon and climb a dirt road to the Crown King Forest Service Ranger Station. Pass through the station all the way to the end of the road and turn right onto the Wagoner Trail. This is a great section of singletrack that climbs up to Escape Route Road, the old back door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

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



Arrastra Creek Aid Station (55.8) to Kamp Kipa Aid Station (67.7) (11.9 miles w/ +4,411’ and -2,239’)
The 125 route leaves Arrastra Creek a different direction then the 250 route. Be sure you go the correct direction, up the Arrastra Creek Trail. This seldom visited single-track is a gem, running alongside (and sometimes in) Arrastra Creek. After 1.5 miles, the trail turns out of the creekbed and climbs steeply to Longfellow Ridge. Once you gain the ridge, you are now on the Yankee Doodle Trail, a rough double-track that rollercoasters up and down the bald ridge. After crossing through a couple of gates, the rough double-track gives way to nice single-track before dumping you out at a confusing 4-way intersection. This is where you join back to the 250course. Go straight through the confusing intersection and then quickly a left turn puts you back onto the Yankee Doodle Trail. Get ready for a good 3-mile climb on a rough, steep, and loose single-track. Towards the top, the surface of the trail gets better and it finally becomes runnable. At this point you may notice evidence of an old forest fire. This was the Crooks Fire that caused a massive reroute of the course in ‘22. You are now very near one of the highest points in the Bradshaw Mountains, Mount Union. When the trail crosses a dirt road, continue on the singletrack to the top of Mount Union and then take the dirt road downhill to the entrance of Kamp Kipa. You’ll turn right into the camp and run all the way to the bottom of the hill to find the Aid Station.

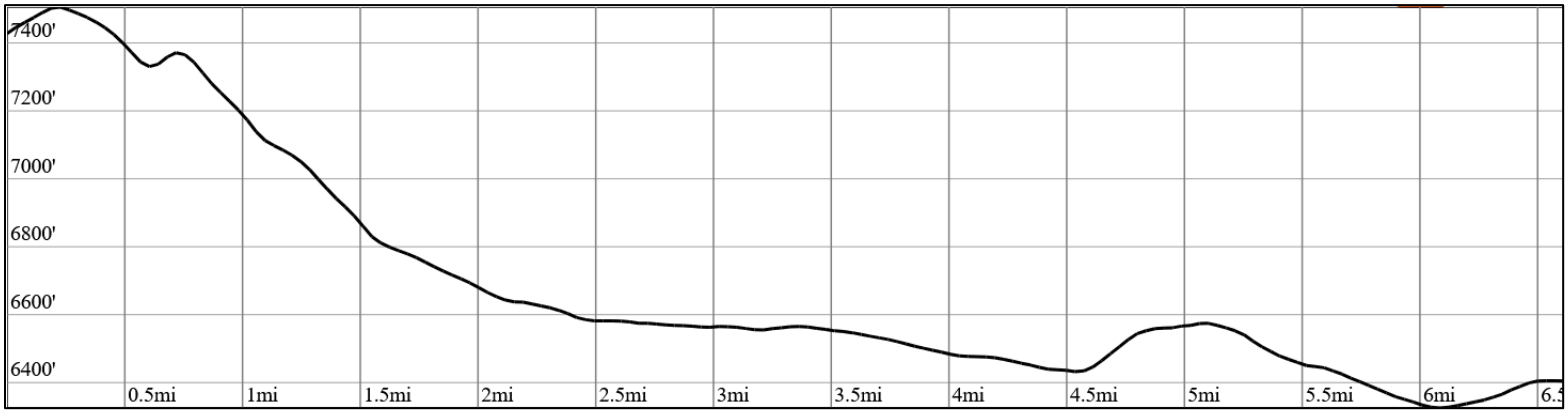
NOTES – Drop bags are available at Kamp Kipa Aid Station. You’ll encounter a few gates along the course through this section. Please help us maintain our permits for future years by closing each gate behind you. Be prepared for COLD and dark here. Yet another section that you’ll appreciate poles.



Kamp Kipa Aid Station (67.7) to Camp Wamatochick Aid Station (74.2) (6.5 miles w/ +467’ and -1,489’)
After climbing all the way back out of Kamp Kipa, take a right out of the camp, followed soon after by another right, followed by a few more turns onto double-track roads as you drop down nearly 1,000’ in a couple of miles. This is a confusing section with lots of dirt road intersections. Great place to have the course pulled up on your phone and ready to navigate. After about a mile-and-a-half the course hangs a right back onto Senator Highway (still not a highway) for 3 miles of really nice gradual downhill on smooth dirt road. It should be pretty quiet that time of day but listen for vehicle traffic to be safe. Keep your eyes peeled for a critical right turn to take you off of Senator Highway around mile 72. Climb a steep dirt road and then a left puts you on the Groome Creek Trail. Enjoy 2 miles of amazing single-track on the beautiful Groom Creek Trail and then bust a right turn to bring you to Camp Wamatochick on a short out-n-back section to the aid station.

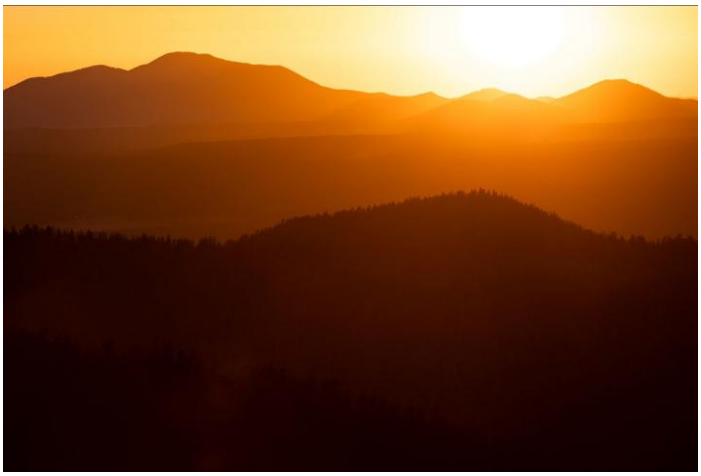
NOTES – There are lots of turns through this section. Keep your phone (GPS Enabled Device) handy and check that you are on course after every intersection. Camp Wamatochick does NOT HAVE DROP BAGS for the Brute. Come join us in the Mess Hall for some warm food and sit by the fire to warm up.

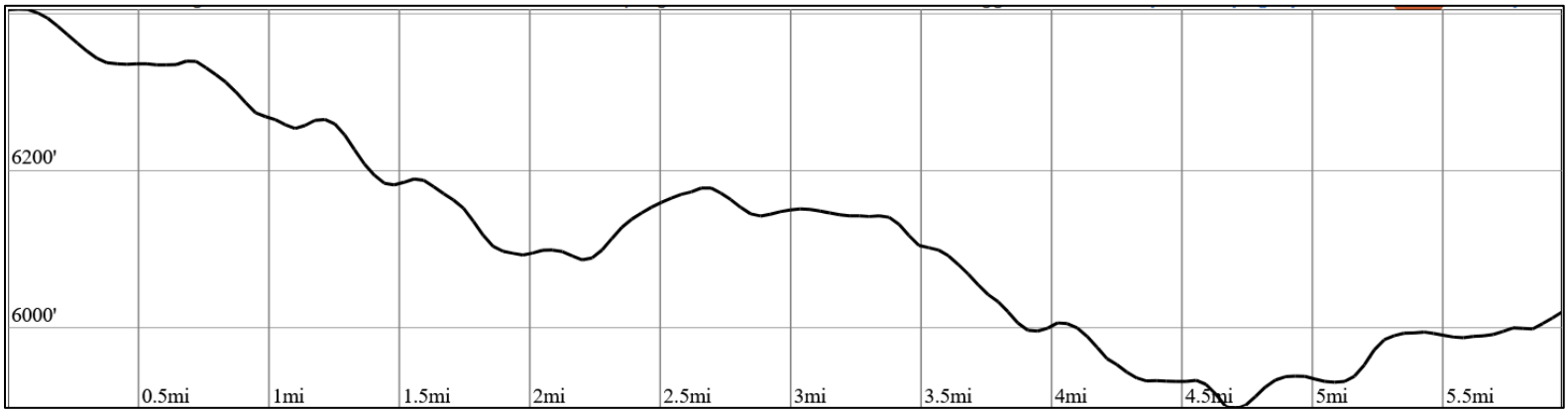
ENDANGERED SPECIES ALERT – The course crosses through Mexican Spotted Owl nesting habitat in this Section. Please keep those headlamps pointed at the ground and be quiet. They were here first.



Camp Wamatochick Aid Station (74.2) to Goldwater Lake Aid Station (80.2) (6.0 miles w/ +486’ and -871’)
Pull yourself away from the fire and leave Camp Wamatochick. Turn right on the Groome Creek Trail joining back with the 250 course, cross Senator Highway (now actually a paved road), and jump on a short section of single-track. A few turns on the residential dirt roads of the Friendly Pines community and then a right turn splits you off of the 250 course and onto singletrack that runs around Upper and Lower Goldwater Lake nd into the Goldwater Lake Aid Station.

NOTES – There are lots of turns through this section. Keep your phone (GPS Enabled Device) handy and check that you are on course after every intersection. You will have access to drop bags at Goldwater Lakes Aid Station which is the last aid station of the race.

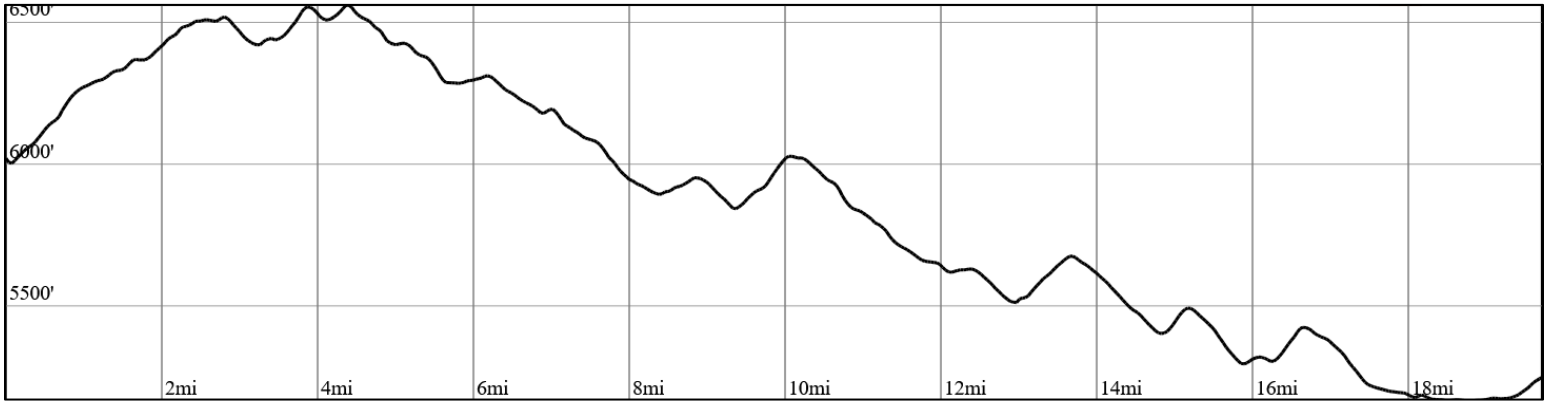




Goldwater Lake Aid Station (80.2) to Watson Lake Finish Line (100.0) (19.8 miles w/ +1,790’ and -2,561’)
Leave Goldwater Lake, carefully cross Senator Highway, and climb up the Ranch Trail for 3.5 miles. The rest of the course is really great singletrack that alternates between rollers and downhill. Enjoy 14-miles of fast smooth singletrack and although there are a handful of punchy little uphill sections, for the most part you can turn those legs on and let gravity take over.

Near mile 86, veer left onto Badger Mountain Trail and continue your downhill rampage. The Badger Mountain Trail crosses under Highway AZ69 and turns into the Sundog Trail. Cross Sundog Ranch Road and things level out. The next 2-miles are very flat as you cruise through the Watson Woods Riparian area and then hit the Peavine Trail before turning left to run along Watson Lake. Right at the end of the course the flat crushed gravel path turns to technical slickrock of the Granite Dells, a beautiful backdrop for the finish line with the granite boulders poking out of Watson Lake. Two quick turns take you off of the main trail and then you have done it, you finished the Brute. Congrats!

NOTES – If you are interested in supporting the riparian areas in this section, get involved with the Prescott Creeks FOREVER PRESERVED program.



Happy running!