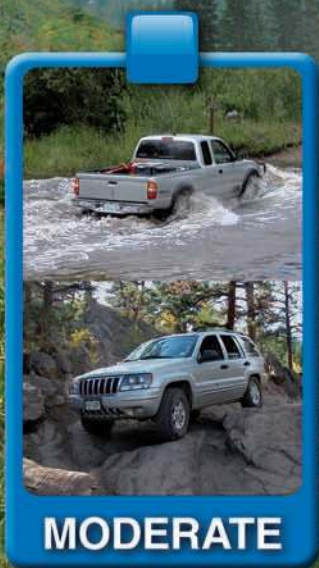


Third Edition • 100 Trails

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



Charles A. Wells & Matt Peterson

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Third Edition

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Thanks to everyone with whom we traveled or met on the trails for allowing us to use pictures of you and/or your vehicles. If we published pictures that you took of us, we gave you credit at the bottom of the picture.

We would also like to thank staffers and rangers at the U.S. Forest Service, BLM and other government land agencies for their time and patience answering our many questions.

GUARANTEE OF SATISFACTION

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

DISCLAIMER

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

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

Note: Telephone numbers and Web sites that appear in this book were verified Jan. 2010.

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TRAIL LIST

Green = Easy, Blue = Moderate, Red = Difficult

* New Trails

#	Name	Pg.	#	Name	Pg.	#	Name	Pg.
AREA 1 MAP			32. Mt. Princeton			67. Peru Creek		
<i>Ouray, Silverton, Lake City, Telluride</i>			33. Mt. Antero, Browns Lake			68. Chihuahua Gulch*		
1.	Last Dollar Road	20	34. Baldwin Lakes, Boulder Mountain			69. Santa Fe Peak		
2.	Yankee Boy Basin	22	35. Grizzly Lake			70. Deer Creek, Saints John		
3.	Governor Basin	24	36. Iron Chest Mine			71. North & Middle Fork of the Swan River		
4.	Imogene Pass	26	37. Pomeroy Lakes			72. Radical Hill		
5.	Black Bear Pass	28	38. Tincup Pass, St. Elmo			73. Webster Pass, Handcart Gulch		
6.	Porphyry Gulch*		39. Hancock Pass, Alpine Tunnel			74. Red Cone		
7.	Ophir Pass, Alta Lakes	30	40. Tomichi Pass			75. Georgia Pass		
8.	Clear Lake, Bandora Mine	34	41. Taylor Mountain*			76. Peak 10 Breckenridge*		
9.	Mineral Creek	36	42. Billings Lake*			77. Boreas Pass		
10.	Poughkeepsie Gulch	38	43. Marshall Pass via Poncha Creek			78. North Twin Cone*		
11.	Corkscrew Gulch, Hurricane Pass	40	44. Rawley Mine, Bonanza*			79. Geneva Creek*		
12.	Red Mountain Mining Area	42	AREA 4 MAP			80. Slaughterhouse Gulch		
13.	California Gulch	44	112			AREA 6 MAP		
14.	Engineer Pass	46	<i>Vail, Leadville, Fairplay</i>			<i>Colorado Springs, Pueblo, Pikes Peak Region</i>		
15.	Cinnamon Pass, Wager Gulch	48	45. Shrine Pass			81. Dakan Road, Long Hollow Rd.		
16.	Picayune & Placer Gulches	50	46. McAllister Gulch			82. Rainbow Falls*		
17.	Eureka Gulch	52	47. Slide Lake, Wurts Ditch, No Name G.*			83. Hotel Gulch, Winding Stairs Loop*		
18.	Kendall Mountain*	54	48. Holy Cross			84. Rule Ridge*		
19.	Arrastra Gulch*	56	49. Mount Zion*			85. Phantom Creek, Signal Butte		
20.	Stony Pass, Kite Lk.	58	50. Hagerman Pass			86. The Gulches		
AREA 2 MAP			51. Chalk Mountain*			87. China Wall*		
<i>Crested Butte, Aspen, Marble, Gunnison</i>			52. Mosquito Pass			88. La Salle Pass*		
21.	Lead King Basin	62	53. Birdseye Gulch*			89. Balanced Rock Rd		
22.	Devil's Punchbowl	64	54. Halfmoon Gulch*			90. Mt. Herman Road, Rampart Range		
23.	Paradise Divide	66	55. Wheeler Lake			91. Schubarth Loop		
24.	Aspen Mountain, Richmond Hill	68	56. Lower Mt. Bross			92. Mt. Baldy		
25.	Lincoln Creek Road	70	57. Breakneck Pass & Browns Pass*			93. Eagle Rock, Saran Wrap		
26.	Montezuma Basin	72	58. Weston Pass			94. Bull Park*		
27.	Pearl Pass	74	59. Lost Canyon*			95. Shelf Road, Phantom Canyon		
28.	Taylor Pass	76	AREA 5 MAP			96. Independence		
29.	Italian Creek, Reno Divide	78	144			AREA 7 MAP		
AREA 3 MAP			<i>Idaho Springs, Bailey, Breckenridge, Montezuma</i>			<i>Sangre De Cristo Mtns., Great Sand Dunes N.P.</i>		
<i>Buena Vista, Salida, Bonanza, Sargents</i>			60. Spring Creek			97. Hayden Pass		
30.	Fourmile Area	82	61. Cascade Creek*			98. Hermit Pass		
31.	Chinaman Gulch	84	62. Saxon Mountain			99. Medano Pass		
	Carnage Canyon		63. Barbour Fork*			100. Blanca Peak		
			64. Devil's Canyon*					
			65. Argentine Pass, McClellan Mtn.					
			66. Keystone Gulch*					

TRAIL FINDER

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



TRAIL RATINGS DEFINED

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



Easy

Gravel, dirt, clay, sand, or mildly rocky road. Gentle grades. Water levels low except during periods of heavy runoff. Full-width single lane or wider with adequate



room to pass most of the time. Where shelf conditions exist, road is wide with minor sideways tilt. Clay roads, when wet, can significantly increase difficulty. Some trails can be driven in 2WD under ideal conditions. Others will need 4WD and, in some cases, low-range gearing.



B

Moderate

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



Difficult

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

Author's Vehicles:

(See photos)

A. 2005 Ford Escape: Stock 4-cyl. 4WD, no low, street tires and no off-road package.

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

C. 2001 Jeep® Wrangler: Equipped with TeraFlex 3" lift with long-arm kit, 9,000 lb. Warn winch, Dana 44 rear axle; 410 gears, Tera Low 4/1 transfer case, ARB lockers front and rear, York on-board air system, Predator skid plates, High-Country rocker panel guards, Curry bumpers, Alumiflex tie rod, Xenon extended flairs, stock 4-liter engine, 33 x 12.50 BFG A/T tires and CB radio.

© "Jeep" is a registered trademark of Chrysler Corporation.



Introduction

Green = Easy, Blue = Moderate, Red = Difficult

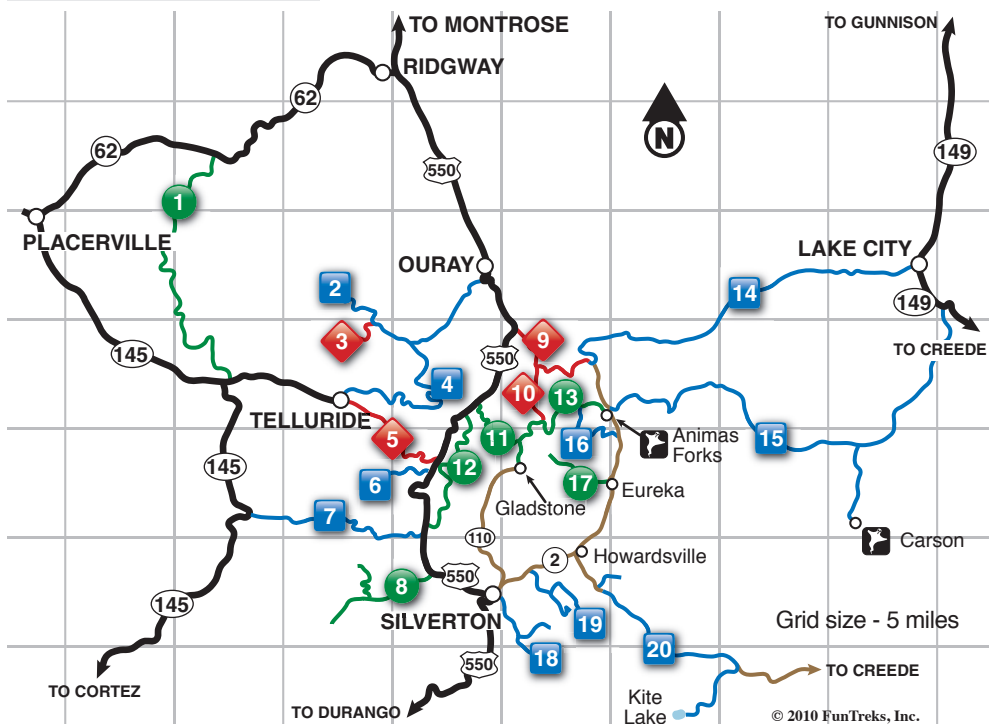
Ouray, Silverton, Lake City, Telluride

Nicknamed “Switzerland of America,” the San Juan Mountains of southwest Colorado may be the best place in America to explore in a modern 4-wheel-drive SUV. Here, you are allowed to drive deep into the backcountry, visit historic mine buildings, cross high, rugged passes and enjoy views reserved for an adventurous few. Only a few roads require a Jeep or modified vehicle, and we make this clear.

All of the trails in this area are open to unlicensed vehicles. However, please note that Area 1 has some unique county laws. Operators must have a valid driver’s license and carry proof of liability insurance. This means children cannot ride their own machines.

After you’ve explored the backcountry, take time to enjoy the authentic mountain towns of Ouray, Silverton, Lake City and Telluride. Here you’ll find unique shopping, hotels, restaurants, museums and commercial campgrounds.

#	Name	Pg.
01.	Last Dollar Road	20
02.	Yankee Boy Basin	22
03.	Governor Basin	24
04.	Imogene Pass	26
05.	Black Bear Pass	28
06.	Porphyry Gulch	30
07.	Ophir Pass, Alta Lakes	32
08.	Clear Lake, Bandora Mine	34
09.	Mineral Creek	36
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11.	Corkscrew Gulch, Hurricane Pass	40
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15.	Cinnamon Pass, Wager Gulch	48
16.	Picayune & Placer Gulches	50
17.	Eureka Gulch	52
18.	Kendall Mountain	54
19.	Arrastra Gulch	56
20.	Stony Pass, Kite Lk.	58



Variety of vehicles gather at Mountain Top Mine, Governor Basin, Trail #3. Virginus Mine in distance.

Last Dollar Road



AREA 1 map on page 18.



Family loads up after a great weekend of camping and biking above Telluride (Waypoint 03).



Easy drive for stock SUVs when road is dry.



South side descends gradually.

Overview: This scenic ranchland and forest backroad is a great alternative to the paved drive between Ridgway and Telluride. You'll see abundant wildflowers through early summer, great fall color and stunning mountain views. Enjoy camping, hiking and mountain biking. Plan plenty of time to visit Telluride, a great summer destination. Be prepared for congestion in town during frequent special events. Information can be found at the visitor center on the west end of town.

Rating: Easy. Ruttled dirt road suitable for high-clearance, 2-wheel-drive vehicles when dry. Slick clay can be

impassable when wet even for 4-wheel-drive vehicles.

Stats: Length: Almost 21 miles. Time: About 2 hours. High point: 10,600 ft. Best time of year: Mid June-Sept.

Current Conditions: Uncompahgre N.F., Norwood Ranger District. Call (970) 327-4261.

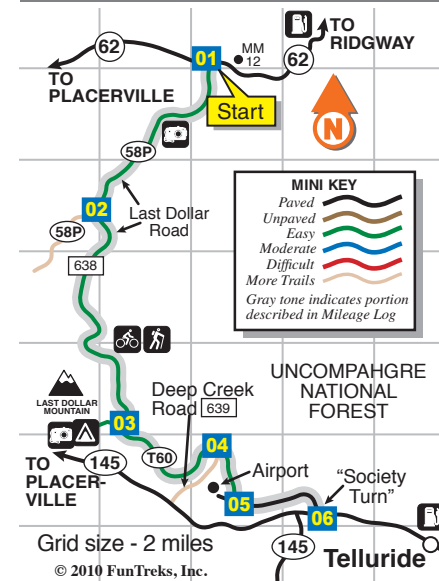
Getting There: Head west on Highway 62 from Ridgway about 12 miles. Turn left on well-marked Last Dollar Road 0.8 miles west of mile marker 12. Follow signs to airport if starting in Telluride.

START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles]
Head south on well-maintained C.R. 58P. [20.8]
01 N 38° 05.99' W 107° 54.75'
- 2.1** Bear left. [18.7]
- 2.5** Bear slightly right. [18.3]
- 5.0** Turn left where Last Dollar Road narrows and heads towards the forest. [15.8]
02 N 38° 03.04' W 107° 57.44'
- 6.5** Bear right and cross small creek. [14.3]
- 10.5** Continue straight where Alder Creek Trail goes left. [10.3]
- 12.4** Cross broad talus slopes. [8.4]
- 13.0** Road twists downhill with beautiful mountain views and intersects with better road T60. Great camp spot to right (pictured top left). Turn left and head downhill through residential area. [7.8]
03 N 37° 59.01' W 107° 57.00'
- 16.7** Stay left where Deep Creek Road goes right. [4.1]
04 N 37° 58.41' W 107° 54.38'
- 18.8** After passing Telluride Airport, intersect with paved road and turn left. [2.0]
05 N 37° 57.19' W 107° 53.68'
- 20.8** You reach Highway 145. Left goes to Telluride; right to Placerville. [0.0]
06 N 37° 57.06' W 107° 52.12'



Seasonal wildflowers on south end of trail.



Trail updates & GPS downloads at www.funtreks.com

Grid size - 2 miles
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North end of trail.



Yankee Boy Basin



AREA 1 map on page 18



Many stock SUVs make it to end of trail.



Wildflowers below Twin Falls.



Narrow spot under rock overhang.

Historical Highlight: You'll pass tailings of Camp Bird Mine as you climb. In its heyday, this mine had advanced creature comforts, including hot running water, electric lights and steam heat. It was discovered in 1896 by Tom Walsh, who felt that the 400 miners who worked there should be treated to a decent lifestyle. He required only eight hours of work per day rather than the standard 12. He sold the mine in 1902 for \$5.2 million. The mine continued to operate until 1911 and made over \$26 million.

Overview: One of the most popular destinations in the Ouray area due to its stunning natural beauty, rich history and colorful wildflowers. At the height of spring color, photographers flock to the area. Popular landmarks include the Drinking Cup, Twin Falls, Atlas Mill, Camp Bird Mine and the rock overhang. Because the area is used so heavily, camping is restricted to designated areas and a fee is charged to camp.

Rating: Moderate. The lower portion of the trail is easy. Beyond the toilet, the trail gets rocky, narrow and steep, but is suitable for aggressive, high-clearance,

stock SUVs. A gate for the upper portion of the trail is closed until the snow melts, usually in late June or early July.

Stats: Length: 9.3 miles. Time: 3 to 5 hours. High point: 12,400 ft. Best time of year: Mid July-Sept.

Current Conditions: Uncompahgre N.F., Ouray R.D. Call (970) 240-5300.

Getting There: Head south from Ouray on U.S. 550. Just 0.4 miles from the Beaumont Hotel on Main Street, turn right on Camp Bird Road 361.

START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles] Follow wide gravel road uphill. Be cautious of high cliffs on left. [9.3]
- 01** N 38° 01.06' W 107° 40.48'
- 3.6** Popular photo spot called the "Drinking Cup." Look for natural spring nearby. [5.7]
- 4.6** Stay right as road becomes C.R. 26. (Camp Bird Mine is left.) [4.7]
- 5.4** Traverse narrow shelf road and pass under dramatic rock overhang. [3.9]
- 5.9** Continue straight. (Imogene Pass, Trail #4, is left.) Watch for remains of Sneffels Townsite as you continue. [3.4]
- 6.8** **02** N 37° 58.52' W 107° 44.71' Stay right on F.S. 853.1B. (Governor Basin, Trail #3, is to left.) Road gets steeper. Watch for Twin Falls on left. [2.5]
- 03** N 37° 58.76' W 107° 45.53'
- 7.7** Public toilet and parking to left. Driver's choice after toilet. I went right. [1.6]
- 8.3** Seasonal gate. You may proceed if open. Best and most adventurous part of trip remains. [1.0]
- 04** N 37° 59.34' W 107° 46.63'

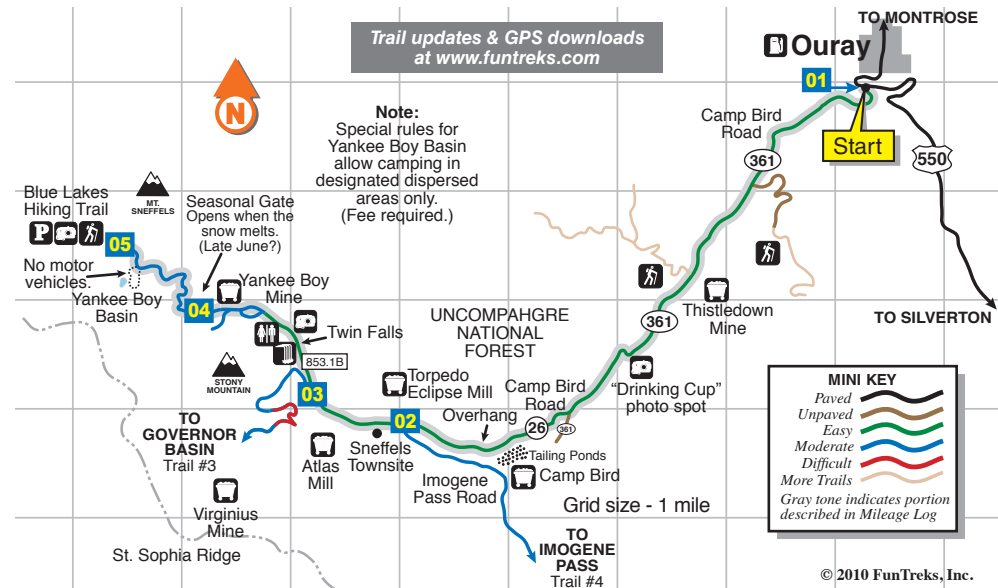
- 9.1** Stay right. (Road to lake on left is closed to motorized vehicles. [0.2])
- 9.3** Trail ends at small parking area for Blue Lakes Hiking Trail. No motorized vehicles beyond this point. [0.0]
- 05** N 37° 59.70' W 107° 47.08'

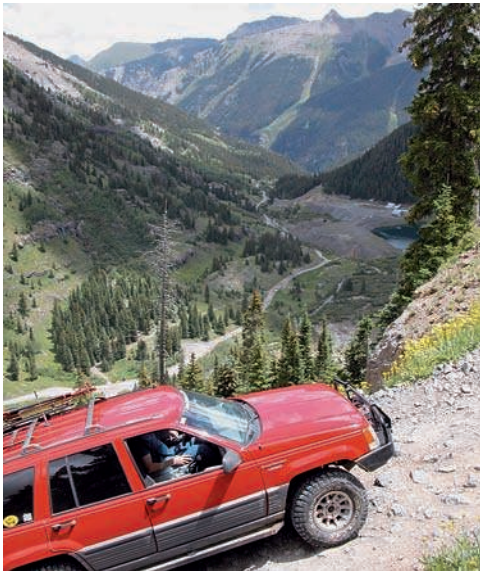


"Drinking Cup" photo spot.



Reclaimed tailings of Camp Bird Mine as seen from Trail #4.





Trail climbs high above Yankee Boy Basin.



Great lunch spot at Waypoint 03.



Boarding house at Mountain Top Mine.

Historical Highlight: The boarding house, still standing at the Mountain Top Mine, is a relatively recent structure compared to other mines in the area. It was first constructed in 1912 to house 30 men and later expanded to three stories to accommodate 50 men. In 1922, this mine was the largest employer in Ouray County, but went bankrupt just two years later. The mine has been worked sporadically as late as 1996 and there is still a slight chance that it could be opened in the future. It has been designated a Ouray County Landmark. (Source: Nov. 7, 2008, story in *The Hub* by Don Paulson.)

Overview: Gorgeous high-elevation scenery, incredible wildflowers and standing mine buildings. Trail accesses historic mines including the massive Virginus Mine and the Mountain Top Mine. Mines are on private land, so you may not be able to drive all the way to them. View from a distance and stay out of buildings. Popular trail for Jeep tours.

Rating: Difficult. Rocky, narrow and tippy in spots, but the main trail is suitable for high-clearance, aggressive stock SUVs. Side trails are more difficult. Experienced drivers only. Verify legality of routes using latest MVUM.

Stats: Length: 2.8 miles one-way. Time: 2 to 3 hours. High point: 12,020 ft. Best time of year: Mid July-Sept.

Current Conditions: Uncompahgre National Forest, Ouray Ranger District. Call (970) 240-5300.

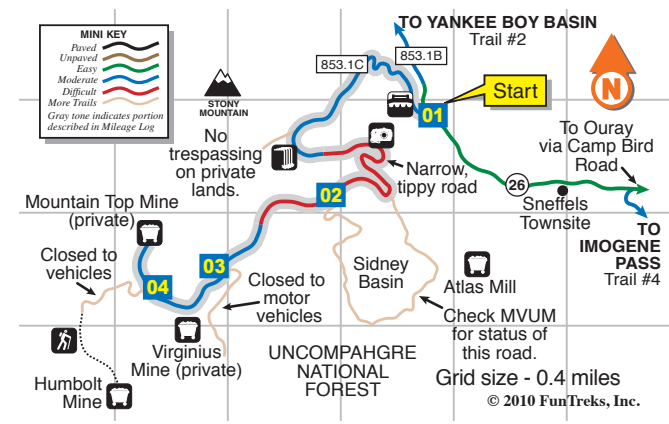
Getting There: Head south from Ouray on U.S. 550. Just 0.4 miles from the Beaumont Hotel, turn right on Camp Bird Road, C.R. 361. Bear right after 4.6 miles past the Camp Bird Mine on C.R. 26. The turn for Governor Basin is a total of 7.0 miles from 550.

START MILEAGE LOG:

- 0.0** Zero trip odometer [Rev. Miles] Bear left off Yankee Boy Basin Road, Trail #02. After crossing small bridge, stay right. [2.8]
- 0.1** N 37° 58.76' W 107° 45.53'
- 0.7** Stay left and go by a waterfall. Climb steeply on a narrow, rocky road with several tippy spots. [2.1]
- 1.5** Stay right. Left goes to Sidney Basin. [1.3]
- 1.8** Bear right at T intersection. [1.0]
- 0.2** N 37° 58.49' W 107° 45.93'
- 2.3** Road levels out briefly. Great spot for lunch with large boulders to climb. Incredible views and seasonal wildflowers. (Closed road going steeply uphill behind boulders goes to Virginus Mine.) Main trail continues to right. [0.5]
- 0.3** N 37° 58.27' W 107° 46.34'
- 2.7** Bear right to reach Mountain Top Mine with large, standing boarding house. Left is closed to Humbolt Mine. [0.1]
- 0.4** N 37° 58.21' W 107° 46.62'
- 2.8** Large flat area at Mountain Top Mine. Plenty of space to park and turn around. Private property. Do not enter buildings or remove artifacts. [0.0]



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Wildflowers at Waypoint 03. Note Mountain Top Mine in distance behind cameraman's head.



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

The trails are grouped into seven key areas in the heart of Colorado's most beautiful high country. Most are convenient to Denver and the Front Range. (See pages 4-5 for complete Trail List and Trail Finder.)



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

Geneva Creek

Overview: Beautiful valley offers a wide range of easily accessible activities, including hiking, mountain biking, horseback riding, fishing and hunting. You can camp in a forest campground in a box, or sleep in many great dispersed camps along the river. Easy, hot Sun. Don't overlook the historic Geneva City featuring several historic cabins, Great wilderness and fall color.

Rating: Easy. First 4 miles, when dry, can be driven in a car. After that, the road gradually gets rougher with small unbedded rock and a few ruts. Not until the last mile or so, will you need four-wheel drive. Any SUV with moderate ground clearance can drive the main route E5119 when dry.

Stats: Length: 7.2 miles one way. Time: Allow 2.5 hours for round trip. High point: 11,000 ft. Best time of year: June-October. Open all year.

Current Conditions: Pkg. N.F., South Platte R.D., Call (303) 275-5630

Getting There: Take Highway D55 west from Denver about 50 miles to Grant. Turn right on C.E. 62 following signs to Geneva Pass. Go about 7 miles to E.E. 119 on left. The silver oval Geneva Pass Sign Overlooks an about 10 miles long river from Grant.

TRAIL MILEAGE LOG

0.8 Geneva Creek (See Map)

1.0 Breckenridge (See Map)

1.1 Breckenridge (See Map)

1.2 Breckenridge (See Map)

1.3 Breckenridge (See Map)

1.4 Breckenridge (See Map)

1.5 Breckenridge (See Map)

1.6 Breckenridge (See Map)

1.7 Breckenridge (See Map)

1.8 Breckenridge (See Map)

1.9 Breckenridge (See Map)

2.0 Breckenridge (See Map)

2.1 Breckenridge (See Map)

2.2 Breckenridge (See Map)

2.3 Breckenridge (See Map)

2.4 Breckenridge (See Map)

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3.0 Breckenridge (See Map)

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4.0 Breckenridge (See Map)

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6.3 Breckenridge (See Map)

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6.9 Breckenridge (See Map)

7.0 Breckenridge (See Map)

7.1 Breckenridge (See Map)

7.2 Breckenridge (See Map)

7.3 Breckenridge (See Map)

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7.5 Breckenridge (See Map)

7.6 Breckenridge (See Map)

7.7 Breckenridge (See Map)

7.8 Breckenridge (See Map)

7.9 Breckenridge (See Map)

8.0 Breckenridge (See Map)

8.1 Breckenridge (See Map)

8.2 Breckenridge (See Map)

8.3 Breckenridge (See Map)

8.4 Breckenridge (See Map)

8.5 Breckenridge (See Map)

8.6 Breckenridge (See Map)

8.7 Breckenridge (See Map)

8.8 Breckenridge (See Map)

8.9 Breckenridge (See Map)

9.0 Breckenridge (See Map)

9.1 Breckenridge (See Map)

9.2 Breckenridge (See Map)

9.3 Breckenridge (See Map)

9.4 Breckenridge (See Map)

9.5 Breckenridge (See Map)

9.6 Breckenridge (See Map)

9.7 Breckenridge (See Map)

9.8 Breckenridge (See Map)

9.9 Breckenridge (See Map)

10.0 Breckenridge (See Map)



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

All this is supported by an active Web site, which includes free trail updates, GPS downloads and an e-mail newsletter.

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