

BAJA BOUND ROAD GUIDE

Produced by David Kier ©2021



A Resource for Planning, Traveling, and Back-Country Exploring of Baja California. Included are Points of Interest, Historic Sites, and Travel Services such as Campgrounds, Motels, Gas Stations, and More.

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Tijuana area

Ensenada area

San Pedro Mártir area

San Quintín area (x2)

Mexicali area

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San Felipe area

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Ciudad Constitución to San Evaristo area

La Paz area

Todos Santos and Los Barriles area

Los Cabos area

Introduction

This Guide is designed to assist with travel-planning and finding new routes to drive in Baja California. The conditions of all Baja California roads can change overnight, primarily due to weather. We hope this Guide will inspire your own exploration as it provides a general idea of what you might find. Not every point of interest or road is included; there is plenty of Baja California to discover on your own. The photographs provide only a glimpse of what you will find when you visit the sites. The goal of this Guide is to show some of what is available outside of large towns and cities. Included here are camping and lodging ideas, gasoline stations, restaurants, markets, beaches, historic sites, and other locations that may be of interest to travelers.

Mexico's highways have kilometer markers that can provide reference points to locate roadside attractions and sideroads. For the most part, they are posted every kilometer (1 kilometer = 0.62 mile) and at every 5-kilometer-multiple they include the highway name, (Mexico 1, Mexico 5, etc.). The markers are usually very consistent and make for easy location-finding. However, in cities, or after road construction, or from vandalism, some markers are difficult to see or were missing at the time this Guide was published. In those places, the marker location provided is calculated based on the distance to the nearest existing marker. When an attraction or junction on the highway is between the posted markers, modifications to the kilometer figure are made. A plus sign (example: Km. 20+), indicates the spot is about 1/4 kilometer past the marker. A .5 (example: Km. 20.5) indicates the spot is about 1/2 kilometer after a marker. A .5 with a plus sign (example: Km. 20.5+) indicates a spot that is about 3/4 kilometer after a marker. These are included to help prevent missing a location, requiring a U-turn. In the state of Baja California Sur, Highway 1 kilometer markers begin in the south and increase northbound. An example of this is Km. 20 in the Guide will be after Km. 21, not before when driving south in Baja California Sur.

Kilometer markers are inconsistent or even non-existent on most unpaved roads but will be included if they are found. On these roads, the mileage is recorded or given using the vehicle's odometer. Most modern vehicles have trip odometers that can be reset to zero at the start of a road log. The dirt roads in this guide are measured in U.S. miles. Take note of variations between odometers due to over-sized tires or other factors and note any differences to consider when using this Guide's road log. In some cases, a GPS waypoint (longitude and latitude) will be provided when an exact location is considered helpful. The GPS figures will be at the standard map datum setting of WGS84.

The Guide is made up of many individual road logs covering sections of, or entire highways. In some places, the information is duplicated near the start or end of an adjoining road log. Maps of selected areas are included to illustrate roads and sites mentioned in this guide. Some maps are repeated for convenience.

The goal of this Guide is **not** to provide the entire story of a featured location, but instead to give an idea of what one may find and leave plenty more for the traveler to discover on their own. *Baja California is a fascinating peninsula with an endless supply of interesting places to see and adventures for all.*

Because the Guide's purpose is to assist the traveler in finding places of interest or services in the more remote or less-visited regions of the peninsula, cities and well-developed areas are not detailed here. Additional details about the discovery of Baja California and the Spanish and Mexican California missions established on the peninsula are found in the book, *Baja California Land of Missions* www.oldmissions.com.

Travel Information and Disclaimer

All services are generally found in the larger cities and towns. Banks and ATMs are not common, except in the larger cities. Cash is still king in Mexico. Do not rely on ATMs or using credit cards at most businesses. In this Guide, the dollar sign (\$) indicates a price quoted or posted in U.S. dollars. A price will have the word 'pesos' next to it if quoted or posted that way. With frequent changes in the peso value, obtaining pesos before you begin your Mexican journey can provide you with easier purchasing of rooms, gasoline, and food. American dollars have traditionally been accepted everywhere, however changes in this may be coming. In July 2019, \$1.00 = approx. 19 pesos. Prices you find may not be the same as provided in this guide. It may be beneficial to attempt to negotiate rather than argue over an unexpected price that you may be quoted.

This Guide is designed to inform the reader of highways and sideroads the author has identified while researching Baja California. This research coupled with his lifetime of traveling in Baja California dating back to 1965 provides the basis for this undertaking. The author has made every effort to provide accurate location details and mileage figures. The author and publisher of this Guide assume no liability for any loss or damage caused by using this Guide.

Because conditions can change overnight from what was found during the research for this Guide, the publisher appreciates being notified of changes from what is included here. You are very likely to see more and enjoy more than what is described in this guide. Baja California is well-known as a special place that will offer its visitors an endless supply of fun and adventure.

Email: info@vivabaja.com



Winter vacation campers at Playa El Coyote on Bahía Concepción.

Starting the Baja California Road Trip

Border crossings from California into Baja California are located at San Ysidro/Tijuana, Otay Mesa, Tecate, Calexico/Mexicali, Mexicali East, and Algodones.

The Tourist Card (FMM) for Mexico travel requires a valid passport and 500 pesos or U.S. \$30 for 180 days. The 180-day FMM is valid for one or more trips and does not need to be returned on your final day in Mexico. A free FMM is available if you return within seven days, but it must be returned to INM on your way north. This is the information obtained at the Mexicali INM in 2017. Tourists on vacation who are only traveling with their personal-use items can use the “Nothing to Declare” lanes. An exception would be to obtain Tourist Cards at Tijuana where the far-right lane is the access for INM parking. The INM office is typically in the first building across the border. Park as soon as possible.

Appliances, electronics, or anything else that appears to be entering Mexico for resale is subject to taxation. Use the “Something to Declare” lane in this case. Any motorcycles or off-road vehicles may need to have registration or ownership papers, as well. Extra fuel cans are allowed only if they are empty when crossing the border southbound. Generally, food and other products for use on your trip are permitted.

Returning to the United States, many food products are not allowed, even if they originated in the United States. All pork, raw chicken and eggs; many fruits; and some vegetables cannot be imported. California residents are limited to 1-liter of alcohol (3 beers) per person, over 21. It is strongly suggested to simplify the northbound border experience by not having any fresh food items or plants to avoid time in Secondary Inspection. Dirty vehicles with excessive mud should be washed before the crossing is made. Your pets will need to have proof of rabies vaccination. An international pet health certificate dated near the time of your trip is advised.

Many places called *campos* (particularly north and south of San Felipe) are usually properties for private homes and land leasing. If they are not advertised as camping locations, they will not be detailed in this guide. Conditions can change frequently; approach your trip with a “sense of adventure.”

We encourage users of this Guide to note changes from what is reported here, and then notify us so that we can update information in future editions. Conditions described here can and often will be different from what you find. This is only a guide to inform you of what was experienced from the research made from 2017 to 2019.

In 2018, some of the gasoline stations mentioned in this guide as being “Pemex” brand have changed to other brands, both Mexican and International.

Thank you and have a great time in Baja California!

LOG 1: U.S./Mexico Border, Tijuana south to Ensenada, 68 miles

The Mexican border at Tijuana is reached at the end of southbound Interstate 5 or 805. A second border crossing into Tijuana is located a few miles east at Otay Mesa at the end of Highway 905 or 125.

An easy route from the Otay Mesa border crossing to Ensenada is to turn east on Boulevard Industrial, one mile south of the border. Go four miles to the junction south onto *Corridor 2000* (BC #201), a fast, free highway to the coast at Popotla (just south of Rosarito). Just past the Corridor 2000 junction is the first toll gate of Highway 2-D eastbound to Tecate and Mexicali. Corridor 2000 westbound ends on the free highway to Ensenada (Highway 1). Continuing a few miles south on the free highway there will be access onto the toll highway, if desired.

At the San Ysidro/Tijuana border, be in the right lane and park to the right, near the large flagpole, north of the government building. Walk through to the south side of the building to the INM desk where you can obtain your FMM “Tourist Card” or validate ones obtained before your trip. You must have a passport or equivalent ID to obtain the FMM. A bank teller is just inside the building for any payment.

The next process is getting back into the southbound flow of traffic and pass a red/green signal light. A red light will indicate your need to pull over for an inspection. This is usually brief if you are not traveling with anything other than items for your personal needs while on a vacation. Most southbound crossings are free of incident. Set the trip odometer to zero (0.0). This guide will use the highway’s kilometer markers when they are visible. Near cities or in new construction zones, they can be missing.

The highway choices to Ensenada are well-signed. The preferred route is called the “Scenic Road.” This is a toll highway (**toll** in Spanish is *cuota*), Highway 1-D. Signs will also list *Playas* (beaches), Rosarito, and Ensenada. There are three toll booths before reaching Ensenada if using all of Highway 1-D. (Playas de Tijuana, Rosarito South, and San Miguel Village).

The free (*Libre*) road, Highway 1, crosses the cities of Tijuana and Rosarito with dozens of signaled intersections and possibly heavy traffic. These factors could add considerable time and stress to your drive south. 21 miles from the border, just beyond Rosarito at Km. 34.5, the free road can be accessed and is an option to stop at coastal attractions, restaurants, or historic mission sites. The free road is joined at its Km. 28 (the free road is a shorter drive from the border). **See road log below.**

About half the distance between Tijuana to Ensenada the free road is inland, whereas most of the toll road is along the coast. In 2017, the toll collected for a standard automobile or pickup truck was less than \$2 at each of the three toll booths. U.S. currency is accepted, but it is best to have small bills.

Just south of the third toll booth (San Miguel Village), the free road junctions with the toll road. In another 1.5 miles, Mexico Highway 3 from Tecate (65 miles) junctions and the combined highways pass through the fishing port town of El Sauzal. At the north entrance of Ensenada there is a major fork in the highway with Highway 1 going inland to the east side of Ensenada and Highway 1-D following the coast to Ensenada’s harbor. This coastal route is signed for San Quintín traffic and to the “Tourist Zone” of Ensenada. This is the easiest way south, and it also passes places of interest to Ensenada tourists. The Km. 110 marker from Tijuana is passed as you near the Ensenada harbor. Keep to the right, paralleling the ocean. The road to San Felipe (Mexico Highway 3) is well-signed, just south of the Tourist Zone, and heads east from the route to San Quintín (Highway 1).

The recommended route from San Diego is the San Ysidro/Tijuana border to Rosarito Sur via the toll road (Highway 1-D) then on to Ensenada using the free road (Highway 1). This route will speed you past the city traffic of Tijuana and Rosarito should your interests be beyond this border region.

ROAD LOG IS USING THE TOLL ROAD (Mexico #1-D) TO KM. 34.5:

Mileage figures are from the San Ysidro/Tijuana crossing gates. Once across the border and you are officially inside Mexico, follow the signs for "Scenic Road, Playas, Rosarito." This route follows the border fence west, climbs a hill, then drops down and connects with the highway originating in the city of Tijuana. Merge right, onto the highway, 3.9 miles from entering Mexico. At Mile 5.1 is the exit for Playas de Tijuana and the Bullring by-the-Sea. The highway here curves left/south.

Km. 9.5 (Mile 5.7) Public restrooms for highway travelers.

Km. 11 (Mile 6.6) Toll booth. At this writing the toll for automobiles was 33 pesos (\$1.90). Over-size vehicles or pulling a trailer is additional. In 2019, protestors had caused toll booths to close. The highway remains open. Donation cans for the protestors were at the toll booths.

Km. 29-Km. 33.5+ Multiple exits for **Rosarito Beach (Playas de Rosarito)**.

In 1788, the division between Franciscan Alta California and Dominican Baja California was moved north to the *arroyo* (creek) of Rosarito. Today, Rosarito is a beach city with a large tourist industry.

Km. 34.5 (Toll Road) Take the exit onto the free road on the west side of the highway. A busy Pemex station is just south of here and can be accessed from either highway. The free road kilometer markers do not match the toll road. Here, it is 6.5 kilometers less.

CONTINUING SOUTH ON FREE ROAD (Mexico #1):

Km. 28 On the free road. The kilometer figures are lower as it is a shorter distance from the border using the free road. The free road is four lanes wide for several miles to just south of the Cantamar sand dunes.

Km. 33+ Junction with the Corridor 2000 (Highway 201). This expressway is an easy access to the Otay border crossing or the highways to Tecate and Mexicali (Mexico #2 and Mexico #2-D).

Km. 44.5 Pemex gas station and the entrance to Puerto Nuevo, the famous lobster restaurant village.

Km. 47 Cantamar, a popular vacation home area, with a gas station and restaurants. Just south are some sand dunes with an entry fee for camping or off-roading. The first division line separating Baja and Alta California was located near here in 1773.



Church and covered ruins of Mission El Descanso.



1830-1834 site of Mission El Descanso. Located 0.5 mile east of Highway 1 at Km. 49+.



The 1788-1834 site of Mission San Miguel Arcángel. Located next to the school in La Misión, along Highway 1 at Km. 65.5.

Km. 49+ A road left passes under the toll highway and goes 0.5 mile to a church. This church was built next to the 1830 Dominican mission site of **El Descanso**. Originally established on the bluff just to the south in late 1809 or early 1810 as a new location for **Mission San Miguel** after flash floods destroyed the fields there. The location was also known as San Miguel la Nueva (New San Miguel). Activities eventually returned to the original mission site. In 1830, Padre Felix Caballero, who was one of only a few Spanish missionaries to remain in Baja California following Mexican independence, took it upon himself to establish a new mission at this site and called it El Descanso. It was abandoned in 1834 along with nearby Mission San Miguel when Caballero established the last California mission, at Guadalupe.

Km. 52 Access to the toll highway.

Km. 52.5 Splash, a popular restaurant, on the west side of the highway, next to the waves.

Km. 52.5+ Half Way House (Medio Camino), a long time popular bar and restaurant. In four miles the highway passes La Fonda, with another popular area restaurant before the free road leaves the coast and turns inland.

Km. 65.5 La Misión, a town named for the 1787 Spanish mission of **San Miguel**. The ruins are stabilized, on the left/north side of the highway, next to the school. Originally founded seven miles to the east, San Miguel was moved to this spot in 1788 by invitation of the Indian chief who was treated for snakebite by Padre Luis Sales. In 1809, flash floods ruined the farmlands here and the mission was moved north to El Descanso for a period. The location was finally abandoned in 1834 with the opening of the mission at Guadalupe.

Km. 83 A paved road goes east into the Guadalupe Valley and connects with Mexico Highway 3, the Tecate to Ensenada road. This area is known as El Tigre.

Km. 95+ Junction of the free road with the toll highway (Km. 99.5), along the coast at San Miguel Village, near El Sauzal. Both routes use the same roadbed on to Ensenada and are free of additional tolls.

Km. 101.5 Highway 3 from Tecate junction at the fishing port town of El Sauzal.

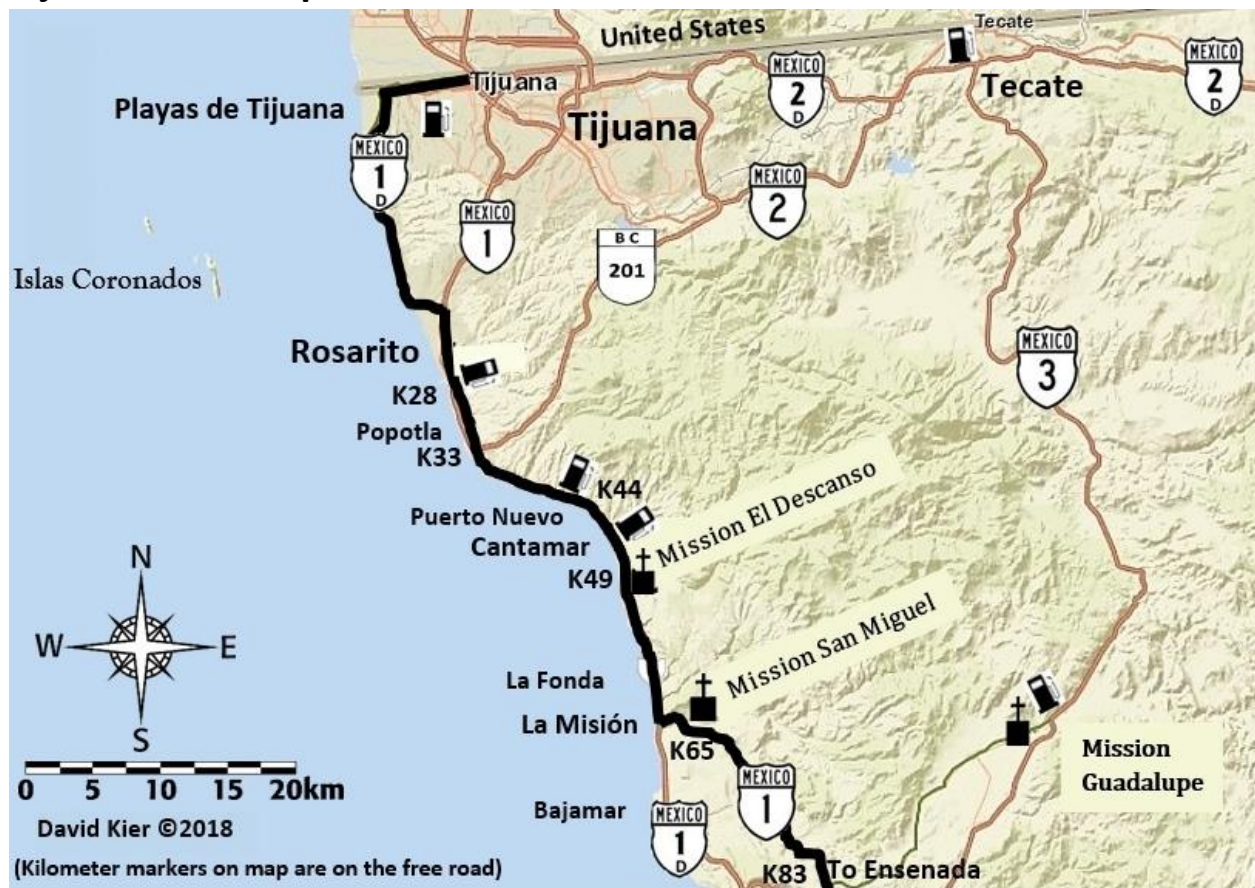
Km. 107.5 Fork: take right fork along the ocean for the Ensenada Tourist Zone, San Felipe, or San Quintín.

Km. 110+ Ensenada at the end of Highway 1-D, by the harbor. Signal controlled Y intersection. Set odometer to zero. Curve to the right to continue south.

The bay at Ensenada, Bahía de Todos Santos, was discovered by Juan Rodríguez Cabrillo, in 1542. As the location lacked sufficient surface water for agriculture, no mission was established here. Ensenada grew after gold mining began in the country to the east, in 1870. The capital of Baja California was here from 1882 to 1915. Today, Ensenada is a large city with an international airport and a port-of-call to cruise ships.

See the Ensenada to San Quintín road log for the travel details going south.

Tijuana Area Map



Additional maps for Ensenada, San Pedro Mártir, and San Quintín, are below.

LOG 2: Highway #3: U.S./Mexico Border, Tecate south to Ensenada (69 miles) and Ensenada east to Highway #5 (123 miles)

Taking California Highway 94 from San Diego to Tecate offers a more relaxed border crossing experience for some travelers or a more direct route to visit the Guadalupe Valley wine region. Returning to California at Tecate can also be a much less stressful solution to long border lines typical at Tijuana and Mexicali. However, long waits have been experienced at Tecate, as well. The border is closed from 11 pm to 5 am at Tecate, so don't come too late or you may find yourself sleeping in your vehicle or driving to Otay Mesa.



The highway to Ensenada is well signed in Tecate. This intersection is down the hill from the border and is Mexico Highway #2 between Tijuana and Mexicali. Returning to the United States requires going east on Highway 2 to the signed route for the border (*Garita*). There are several signs to assist northbound travelers.



In 2017, Pemex began to get competition from other fuel brands, such as BP and ARCO. 87 octane gasoline was approximately US\$4/gallon in August 2018.

Km. 0 Mexican Border. If the border gate light turns red, pull over to the right for inspection. If green, drive ahead and turn left (east) at the first (one-way) street. Use the first available parking spot in order to obtain or validate the FMM tourist card. The next street south is the route straight through town to Ensenada. If you didn't find parking on the first block, turn right at the next street south (one-way). Go 2 blocks, turn right (north) for 2 blocks, and turn right (east). There are parking spaces for the INM office close to the building if no street parking is found. Walk through turnstiles (as if to walk back to the U.S.) and follow white arrows north then across the road into Mexico to the building where INM is located. The bank for payment just outside the building with INM. If the bank is closed, INM officers can accept payment. The cost in August 2018 was just under US\$29 for a 180-day FMM.

Once that part of international travel is done, take the street south that is one block to the east of the street that enters Mexico. There are no more turns to make. Make sure to be mindful of traffic signs and come to full-complete stops at each stop sign.

The toll highway between Tijuana and Mexicali (Mexico #2-D) is passed under as you drive south.

Km. 11.5 Albercas Tamana, a campground and swimming-pools.

<https://www.facebook.com/pages/Albercas-Tanama/157462614318605>

Km. 13.5+ Gas station and Oxxo market.

Km. 28-29 Valle las Palmas. Oxxo market.



The Guadalupe Mission Museum has many interesting displays and photographs.



The location of the last California mission, 1834-1840, Nuestra Señora de Guadalupe (del Norte).



Museum of Wine, Km. 81.5.

Km. 32 Paved road east to Rancho Viejo, this was the older highway alignment.

Km. 36 Paved road (old highway) east to Rancho Viejo.

Entering the Guadalupe Valley wine region is a huge transformation from the rural to one with many options for wine tasting, accommodations, restaurants, camping. All well-signed for highway travelers. More area history is found here: https://www.bajabound.com/bajaadventures/bajatravel/guadalupe_valley_history.php

Km. 76.5+ Paved entrance, southwest into the town of Guadalupe (Francisco Zarco). A gas station is at this junction. To visit the mission site of Nuestra Señora de Guadalupe and the nice museum there, continue through town on the entrance road. 0.8 mile from Highway 3, take the street to the left (east) and arrive at the museum parking area. Nice restrooms for travelers here, too. The mission was located in the yard north of the museum, overlooking the valley.

Km. 81.5 The Museum of Wine.

Km. 83 Restaurant Laja. A very popular place.

Km. 91.5+ Paved road west connects to the Tijuana-Ensenada highway, Mexico #1, at Km. 83.

Km. 93 Mustafa's Restaurant, famous for lamb and Moroccan dishes.

Km. 94 San Antonio de las Minas, gas station, Oxxo market.

Km. 101.5 Junction with the future Libramiento de Ensenada, a bypass going around the city of Ensenada. There will be some time to pass before this project will be completed.

Km. 105 Highway 3 ends at Highway 1, Km. 101.5, in El Sauzal. Downtown Ensenada is 10 kilometers (6 miles) south. Continue on Mexico #1 & #1-D.

Km. 107.5 Highway 1 Fork. Take right (west) fork.

Km. 111 End of divided highway in Ensenada. Follows the shoreline south.



Sign at the start of this road log.



Sign at the start of the Laguna Hanson road log.



The next section of Highway #3 to San Felipe is 1.4 miles south and is signed for Ojos Negros.

Go east from the street along the harbor at the signed road for Ojos Negros. One more gas station is along this route before leaving the city.

Km. 6 This kilometer marker is about 8.5 kilometers from the harborside street. The highway has many curves over the hills east of Ensenada.

Km. 9.5 The Horsepower Ranch driveway to the south. A resort dedicated to the sport of off-road racing.

Km. 26 Agua Caliente road, south. A hot spring resort 5 miles into the canyon, below. A locked gate will be opened by security guard after honking.

Km. 39 Gas station and a military checkpoint. These inspections are making sure illegal items are not in transit. Illegal drugs, marijuana, guns, and ammo are not permitted. You may be asked where you are coming from and where you are going. It is possible you will be asked to exit your car while soldiers perform a search.

Km. 39.5 Paved road north to Ojos Negros, 1.2 miles. Services include stores and a hotel.

Km. 54.5 Dirt road north to the Parque Nacional Constitución de 1857, Laguna Hanson, and the Sierra de Juárez. Use your odometer.

Mile 0.0 Highway 3

Mile 2.7 Fork left.

Mile 3.8 Fork right.

Mile 4.8 Oak trees.

Mile 5.2 Fork left. Elev. 4,000'.

Mile 11.2 Pine trees begin. Elev. 5,000'.

Mile 13.7 Rancho El Rayo.



Cabins at Laguna Hanson.



Laguna Hanson

Mile 15.1 Road southeast to Rancho La Botella. Cattle Guard crossing.

Mile 16.2 Aserradero an abandoned saw mill town with some tourist services. Food.

Mile 17.5 Cabins, market, food.

Mile 19.8 Laguna Hanson: park headquarters, cabins, daily use fee 64 pesos. Elev. 5,300'.

Road heads north passing by the lake which is shallow and often empty.

Mile 20.5 A Kilometer 60 sign facing north.

Mile 22.1 Road east to Rancho San Luis.

Mile 24.6 Rodeo del Rey, an abandoned hotel.

Mile 25.0 Road west to Rancho Bajío Largo.

Mile 35.6 Road west to Rancho El Topo.

Mile 40.4 Former mining area of La Milla.

Mile 41.4 Road northwest to El Condor. Elev. 4,900'

Mile 42.7 Road junction southwest from Las Margaritas.

Mile 45.6 Rancho Ponderosa road east. Tourist services offered.

Mile 48.7 Rancho Nuevo road east.

Mile 53.1 Inspection station.

Mile 55.1 Blacktop paved road.

Mile 55.4 Parques Los Potrillos and El Tesoro campgrounds.

Mile 57.5 Highway #2 (Km. 72), La Rumorosa. Mexicali is east and Tecate is west. The toll highway, Mexico 2-D can be accessed by turned west for a short distance on Highway #2.



Abandoned government building at El Alamo.



Abandoned-leaning home at El Alamo.



Outlines of the 1797 mission of Santa Catalina.

Continuing southeast on Highway #3:

Km. 85.5 Unsigned road west to El Alamo goes 9 miles to a nearly abandoned town that was home to 5,000 people during the gold rush that began in 1889.

In 2018, several kilometer markers were missing in this section of the highway.

Km. 91+ (3.5 miles from the El Alamo road) is Ejido de los Héroes de la Independencia, a farming center. A concrete road goes east from Highway 3 for 4.7 miles and an unpaved road continues on through the village of Santa Catarina. Follow the powerline down past the large church (4.9 miles from Highway #3) and then north over a low rise to the cemetery. On the small mesa above the cemetery was the 1797-1839 mission of Santa Catalina, 5.5 miles from Highway #3. The final Spanish mission founded in Baja California would be Santa Catalina. Up to 600 Native Indians were part of the mission at one time before an attack by multiple tribes destroyed the fort-like mission.

Km. 109 Road east to Ejido Jamau, 8 km. A motorcycle rider resort, Jamau Outpost, is advertised at the junction.

The highway will soon begin a gradual drop down into the large valley called Trinidad.

Km. 117.5 The old pre-highway road into the valley junctions here. Now known as the "goat trail" it is used as the course for the Baja off-road races.

Km. 120+ Paved road south for Valle de Trinidad, A large farming supply town with two gas stations, motels and restaurants. From here a dirt road can be traveled west to Highway #1 near San Vicente. **See separate log.**



Sign at Km. 109 for Jamau Outpost.



Road between Valle de Trinidad and San Vicente.



Sign at Km. 137.5 for the Mike's Sky Rancho road.

Km. 130+ El Oasis Orphanage Supported by motorcycle racing legend Malcolm Smith and featured in the film *Dust to Glory*.

Km. 137.5 Graded dirt road south 20 miles to Mike's Sky Rancho, a resort motel with a pool and bar, food served, camping along the San Rafael River. A poor 4WD road in questionable condition goes over the mountain south to Rancho El Coyote, another guest ranch with cabins and camping and a pool. El Coyote is easily reached from the paved observatory road, 5 miles beyond.

Km. 141 San Matias a small town with several restaurants.

Km. 151 San Matias Pass. The division between the Sierra Juárez, to the north, and the Sierra San Pedro Mártir, to the south. Highway enters the San Felipe Desert.

Km. 162.5/Km. 163 Road south to Diablo Dry Lake, signed for Colonia San Pedro Mártir.

Km. 179.5 Borrego Pit. A popular off-road race pit team location during these events. Three major off-road races (the Baja 1000, Baja 500, and San Felipe 250) often cross Highway 3 here.

Km. 195 Military checkpoint, just west of Highway 5. These inspections are making sure illegal items are not in transit. Illegal drugs, marijuana, guns, and ammo are not permitted. You may be asked where you are coming from and where you are going. It is possible you will be asked to exit your car while soldiers perform a search.

Km. 196 Junction with Highway 5. San Felipe is 31 miles south and Mexicali is 87 miles north.

See Log 7, Highway 5 to Highway 1 via Valle de Trinidad.

LOG 3: Ensenada to Bahía San Quintín, 122 miles



The giant flag at Ensenada's harbor.



A direction sign in Ensenada.



Pemex prices are now adjustable and posted to attract business. Before 2017, prices were set by government officials. A maximum price is still controlled.

Mile 0.0 Ensenada. From the Y intersection the road south (Blvd. Costero) passes restaurants, hotels, and the 12-foot tall bronze statues portraying three Mexican historic figures (Carranza, Hidalgo, and Juárez).

Mile 1.5 Junction with Highway 3 east to San Felipe, it is well-signed (Calle Esmeralda). Continue south.

Mile 1.9 Turn left (signed for La Bufadora) on Blvd. Estancia and go two long blocks (0.4 mile) to Avenida Reforma, this is Highway 1.

Mile 2.3 A Pemex gas station is on the southwest corner of Reforma and Estancia. Turn right (south) and you are now on Highway 1, which goes all the way to Cabo San Lucas.

Mile 4.1 is the Costco store, on the east side of the highway.

Mile 5.4 on the west side of the highway is the airport. This area is known as El Ciprés. The airfield was originally constructed in 1942 by the United States for the defense of California.

Mile 6.5 is the street west to Estero Beach Resort, a popular Ensenada tourist destination.

Mile 8.4 is the road east to the Baja Country Club and on to the San Carlos Hot Springs with camping and pools (11 miles).

Mile 10.3 (Km. 21+) Maneadero, a growing town with many shops and restaurants and the highway junction to Punta Banda and Campo La Joya (7.6 miles). The paved road continues to La Bufadora (13.3 miles) with its busy curio shop lined street leading to the wave-created blowhole.

South of Maneadero, the four-lane-wide road reduces to two lanes, but with wide, paved shoulders for the next 15 miles. Kilometer markers are consistent south of Maneadero and will be used from here. Kilometers x 0.62 = miles.



La Bocana, 17 miles west from Km. 47.



An attractive campground, El Palomar at Km. 50.



Ruins of Mission Santo Tomás, north of El Palomar.



The coast between Eréndira and Castro's Camp.

Km. 31 Las Cañadas campground/waterpark.

Km. 37.5 Military checkpoint. These inspections are making sure illegal items are not in transit. Illegal drugs, marijuana, guns, and ammo are not permitted. You may be asked where you are coming from and where you are going. It is possible you will be asked to exit your car while soldiers perform a search.

Km. 40.5 Acambaro, a market and popular rest stop for travelers.

Km. 41.5 Ejido Uruapan. Paved road east goes 0.8 mile into the village. There, a dirt road turns north and continues to bath houses at some hot springs, 1.9 miles from the highway.

Km. 47 Puerto Santo Tomás/La Bocana Road. A well-graded road goes 17 miles to the coast at La Bocana and on north to Puerto Santo Tomás <http://www.puertasantotomas.com/>. Along the way, the first two locations for the Santo Tomás mission are passed but nothing remains at the second site (2.8 miles from the highway, in a planted field) and very little is at the first site, 3.9 miles from the highway, next to a former picnic area that is now fenced closed.

Km. 50 Santo Tomás a small town today but once an important mission and government center. The El Palomar restaurant and motel are on the west side of the highway as well as a Pemex gas station. The large El Palomar campground/RV park is on the east side of the highway. A small piece of an adobe wall is all that remains of the last California mission that operated here from 1799 to 1849. It is in the field just north of the campground.

Km. 79 Paved road west to Ejido Eréndira, 10.5 miles. A large farming town near the coast with stores and motels. Pavement ends at Mile 11.8, just past the Motel Eréndira. The road continues north to Castro's Sportfishing (12.6 miles) and Coyote Cal's Hostel, 13.7 miles from Highway 1. www.coyotecals.com



Mission San Vicente Ferrer, 1780-1829.



San Antonio del Mar.



Rocky coast near Cuatro Casas.



The wreck of the *Isla del Carmen*, from 1982.

Km. 88.5 Road west to Mission San Vicente Ferrer (0.6 mile). San Vicente was an important mission and military base during the years after its founding in 1780. The mission park is open daily, and a small museum is on the site. Donations are appreciated. A good restaurant, 'Mi Ranchita,' is along the mission road, just off the highway.

Km. 90 San Vicente, a fair-sized town with stores, motels, a Pemex gas station, and a museum that is located a block west of the plaza, past the police station.

Km. 103 Road east to Valle de Trinidad goes 40 miles to junction with Highway 3. **See separate road log.** Just ahead at Km. 105+ is a Pemex gas station.

Km. 118.5 Dirt road east to Rancho El Coyote.

Km. 127.5+ San Antonio del Mar road west. The Johnson Ranch road north is passed in 4.5 miles. Take a left fork in 5.1 miles. It is 6.5 miles to a sandy beach behind the sand dunes. No services.

Km. 128 Town of **Colonet** (at the Pemex station). One of the earliest farming towns of the region named after the nearby cape.

Km. 131 Hotel Paraíso Colonet.

Km. 139 Pemex gas station. Enter small town of Díaz Ordaz (San Telmo de Abajo).

Km. 140.5 Paved road east to the San Pedro Mártir National Park and Observatory. **See separate log.**

Km. 146 Jaramillo, a small town. A road west goes 5.2 miles to the coast, signed for Cuatro Casas. A road south along the coast goes 3 miles to a shipwreck at Punta San Jacinto, passing the Las Lagunitas campground in 2.2 miles.

Km. 149.5+ Road west 4 miles to the coast and goes north 0.6 mile more to Punta San Jacinto where the cargo ship *Isla del Carmen* ran ashore in 1982. North of the shipwreck (0.7 mile) is a campground called Las Lagunitas.

Km. 157 Camalu, a large farming center with a Pemex station, motels, and restaurants.



Mission Santo Domingo, 1775-1822.



The End of the Ensenada- San Quintin (196 km.) road and the start of the San Quintín-Guerrero Negro road.



South of Km. 0 (San Quintín), the 1973 constructed portion of Highway 1 narrows and makes passing or being passed potentially dangerous. Some sections have been widened with paved shoulders in recent years.

Km. 159.5 Pemex gas station (South Camalu).

Km. 169+ Road left goes 4.6 miles to Mission Santo Domingo. This large mission was the second founded by the Dominican Order. The first location (1775) was near the red hill at the entrance to the canyon. By 1798 the mission relocated to its final site.

The highway soon crosses a long bridge over Arroyo Santo Domingo and enters the small city of **Colonia Vicente Guerrero**. Pavement extending south reached this point in 1972. A bank, Pemex station, motels and restaurants line the highway.

Km. 173 is a road west 0.6 mile to Posada Don Diego, an RV park and a popular restaurant.

Km. 178.5 Tourist information booth, on the west.

Km. 180 Pemex gas station.

Km. 187.5 Road east goes into the mountain country with access to San Isidoro and the steep trail to the ruins of Mission San Pedro Mártir.

Km. 189 Restaurant Misión Santa Isabel, east side.

Km. 190 San Quintín, the northern of two small cities centered along the highway. The southern city is officially called **Lázaro Cárdenas**.

Km. 196/Km. 0 This marks the start of the great 1973 expansion of Highway 1: San Quintín to San Ignacio. 347 miles of highway was completed entirely in one year. The highway narrows to 19 ft. in width, no shoulders, and often on an elevated causeway or levee so pulling off just anywhere is impossible.

Forty-four years later, some sections of the narrow highway are being widened. Highway maintenance is often lacking from El Rosario to Guerrero Negro. Drive with caution!

The Bahía San Quintín junction is 1 kilometer south. **See the San Quintín to Guerrero Negro road log for travel details going south.**

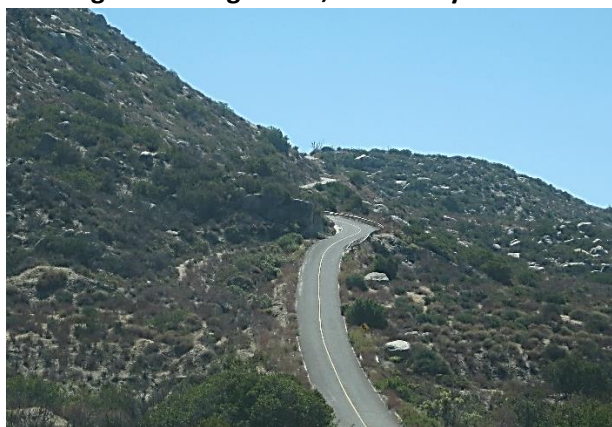
LOG 4: Sierra San Pedro Mártir: Highway 1 to the Observatories, 62 miles



Elevation 130 ft. at Highway 1 (Km. 140.5).



The original Meling Ranch, over 100 years old.



One of many steep grades up the mountain.



Elevation 6,000 ft. Don't bother the condors!

This paved road offers the Baja California traveler an opportunity to drive from nearly sea level to over 9,000 feet and see pristine pine forests, golden aspens, free-flying condors, meadows, the observatory complex, campgrounds, the historic Meling Guest Ranch, and more. No camping supplies or gasoline are sold inside the national park. Top your fuel tank at the Highway 1 Pemex station, 1.5 kilometers north of the San Pedro Mártir road junction. Have warm clothing and rain gear, even in summer. The Sierra San Pedro Mártir National Park charges 64 pesos (less than 4 dollars) per person per day, when researched in October 2017. Many tent camping sites are available as well as cabins. No motorcycles are permitted in the park.

Km. 0 Highway 1, Ejido Díaz Ordaz (San Telmo de Abajo). Elevation 130'.

Km. 7 One-lane wide bridge.

Km. 9+ San Telmo (de Arriba). 310'. Originally established in 1799 as a farm and *visita* station of Mission Santo Domingo. Until recently, this was a small town with stores and a gasoline station. San Telmo now appears deserted.

Km. 18+ Hacienda Sinaloa. 480'. A growing settlement of farm workers with a small store.

Km. 27.5 The dirt road to the right (south) travels about 23 miles to the old mine of Valladares and may be passable on to Rancho El Potrero.

Km. 28.5 Signed road left (north) to Rancho Las Choyas, El Cortez, and El Papalote. 560'.

Km. 35 Elevation 1,000'.

Km. 38 Elevation 2,000'.

Km. 49 Road north to Rancho El Coyote, 4.9 miles. A guest ranch popular with dirt bike riders. Rooms include dinner and breakfast (\$65/pp). A large grass camping area is here, with toilets and showers, \$10/night. An auto road from Rancho El Coyote to Mike's Sky Rancho (12 miles) was badly damaged by heavy rains and reported impassable to most 4x4s in 2017.



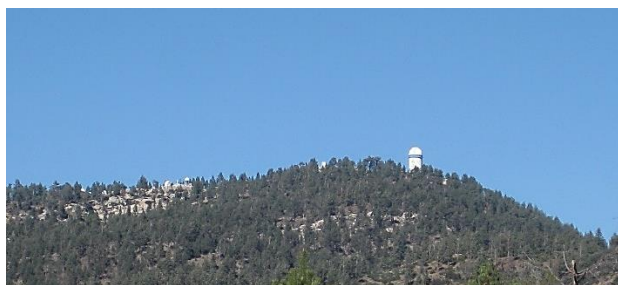
The condor is flying freely in Baja California.



Aspen trees are brilliant in the fall months.



On a side road in the forest near Vallecitos.



Mexico's largest observatory is at 9,280 feet.

Km. 49.5 A road right goes 0.9 mile, downhill to Rancho Meling (Rancho San José), a guest ranch offering hospitality to visitors for over a century. Rooms are \$70, and camping is \$10. The kitchen serves breakfast (\$8), lunch (\$10) and dinner (\$15). Guests may arrive by private plane, using the 3,000-foot runway just east. www.ranchomeling.com

The paved observatory road drops into the Meling Ranch valley then steeply climbs from the east side.

Km. 54+ Elevation 3,000'.

Km. 62 Elevation 4,000'.

Km. 63.5+ Road south to El Potrero.

Km. 66 Socorro mine. Tailings and foundations are all that remain of this gold mine developed by Harry Johnson in the 1890s. A 20-mile-long ditch was constructed from Arroyo San Rafael to bring water here for placer mining. The 1911 Mexican Revolution ended the gold mining operations.

Km. 67+ Road left signed for La Joya. The previous year's heavy rains have damaged this road greatly.

Km. 70 Elevation 5,000'.

Km. 72+ Elevation 6,000'.

Km. 73 Yellow gate on the right, a fire-break road.

Km. 73.5+ White gate on the right with a road around that goes 0.3 mile to the abandoned Los Manzanos campground and ranch.

Km. 74.5+ La Cienega de Soto. Cabin for rent. <https://www.facebook.com/lacienegadesoto/>

Km. 77.5 Pass buildings of the original park entrance station, continue ahead.

Km. 78 Elevation 7,000'.

Km. 82 Elevation 8,000'.

Km. 83.5 San Pedro Mártir National Park entrance station. Park and pay to enter the park (64 pesos). Cabins and camping areas are just beyond. The gate is open daily from 7 am to 8 pm.

<https://www.facebook.com/SanPedroMartir/>



El Picacho del Diablo (10,154 feet), viewed from the observatory site, Km. 100+.



84-inch (2.1 meter) telescope observatory.



The desert below and the Colorado Delta beyond.

Km. 84 There are signed camping areas on both sides of the road, some are at a distance in. Many have fire pits, barbeques, trash cans, and pit toilets. There is no camping allowed anywhere beyond here. The rest of the park is for day use only. No RV hookups.

Km. 86.5 Capilla San Pedro, a little chapel on a hilltop. The road ahead soon drops into the Vallecitos meadow.

Km. 91 A road south is signed for La Tasajera, 10 km. A locked gate is 1.9 miles in.

Km. 91.5+ The park museum has been open for special occasions but is closed most days.

Km. 93+ Road right to Aguaje del Burro, 2.0 miles. A spring and water trough at an old cattlemen's campsite.

Km. 93.5+ Road to the right (then take a left fork) to Mirador El Altar, 0.3 mile to trailhead (2.5-mile hike to a viewpoint). The right fork shortly after leaving the paved road goes 2.2 miles into beautiful areas along the San Rafael streambed.

Road climbs up from Vallecitos and again passes the 8,000-foot level in elevation.

Km. 95 Pass a building on the left used by the military and firefighting crews. A road just beyond goes north to the Venado Blanco peak trailhead.

Km. 97.5 Observatory Gate. Elevation 8,700'. Passage may be possible from 10 am to 1 pm. A call box is available to request entry. The gate might not be opened if telescope maintenance is under way. 1.5 miles beyond the gate is the observatory and views of El Picacho del Diablo, the Colorado River Delta, and the desert below.

Km. 99 Pass the 9,000' line of elevation.

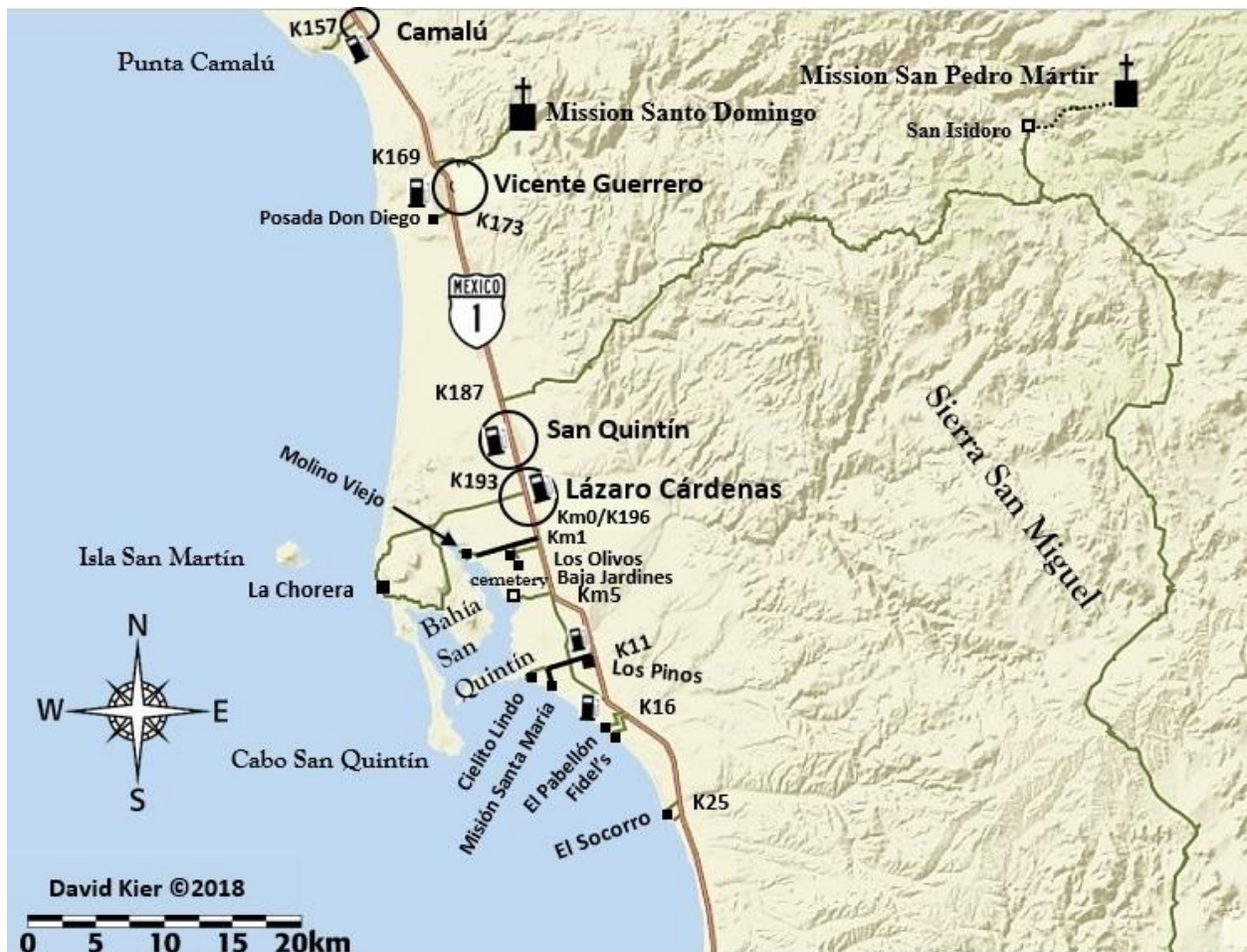
Km. 100+ End of road, 9,280' and Mexico's largest observatory. An 84-inch (2.1-meter) mirror went into service here in 1979, joining other, smaller telescopes that were put into service beginning in 1970. <http://www.astrossp.unam.mx/>. Three new telescopes were added in 2017 on a ridge just east for the TAOS II project. <https://taos2.asiaa.sinica.edu.tw/>

Views of the San Felipe Desert far below and on to the Colorado River Delta are spectacular from this height.

Ensenada Area



San Pedro Mártir Area and San Quintín Area



LOG 5: U.S./Mexico Border, Mexicali south to San Felipe, 123 miles

Immediately after entering Mexico at the Mexicali downtown border (Mexicali West), pull over to the left, in front of the white building. Walk inside to obtain Tourist Cards (FMM). In Mid-2018, a new border crossing replaced the one described here. Located just west of the old crossing, follow signage.

At 4.9 miles is a major fork and traffic circle. Traffic to San Luis Río Colorado, Sonora, takes the left fork (Highway 2) and San Felipe, is the right fork (Highway 5, it crosses over the railroad tracks). This is also Kilometer 0 for Highway 5 to San Felipe which is 190 kilometers, or 118 miles to the south. 1.5 miles south of the traffic circle is the junction with Highway 2 going west to Tijuana. At the Km. 8 marker is the toll road to Tijuana, Highway 2-D. If returning to the United States at Mexicali, follow the signs north to Calexico. In 2019, a newer route paralleled the one mentioned above. Follow signs for San Felipe.



Sulfur mine, 7 miles west of Km. 49.



Campo Mosqueda, 1.3 miles east of Km. 53.5.

Km. 0 San Luis/San Felipe highway junction, 5 miles from the Mexican border, southbound.

Km. 4.5+ Street east (at Pemex gas station) is the route to/from the Mexicali East border crossing.

Km. 8 Intersection with Mexico #2-D, a toll highway. The Tecate border crossing is 84 miles west. **See separate log, below.**

Km. 10.5 Pemex gas station, 7-11 Market.

Km. 12 A popular restaurant, Yocojihua.

Km. 23 Cerro Prieto volcano is east of the highway.

Km. 31 Pemex gas station, town of La Puerta. This is the last gas station for over 90 miles southbound.

Km. 38 State Highway #4 junction. A road east to the state of Sonora and access to the town of El Golfo.

Km. 48.5 Paved exit to the east signed for Rio Hardy. Campo Mosqueda is 3.3 dirt road miles in. Camping, picnicking, playground, restrooms, all on the river. This is a very attractive large facility with a second, shorter entrance road at Km. 53.5.

Km. 49 Dirt road west over the hills to the Laguna Salada basin and to an abandoned sulfur mine, 7 miles in (take right fork at Mile 3.7/Km. 6+).

Km. 51.5+ Campo Sonora with riverside camping palapas (closed in 2017). Highway briefly runs along the side of the Hardy River (Rio Hardy), a tributary of the Colorado River (Rio Colorado).



Villas Cortez. No vehicles are allowed near the campsites. Km. 171.5 (+2.4 miles in from highway).



Playa Grande, Km. 173.5 + (and 1.9 miles in).



Playa Grande, view south.

Km. 53.5 Road east to river camps: 0.5 mile to Campo Del Prado and Campo Las Cabañas (200 pesos), and 1.3 miles to Campo Mosqueda (see above).

Km. 55+ Campo El Mayor. Restaurant and camping on the Rio Hardy.

Km. 67 Road east, signed for Yurimuri, on the Colorado River.

Km. 74+ Bridge over a failed canal project from the late 1970s which had intended to fill the Laguna Salada lakebed to create a recreational inland sea, like the Salton Sea of California.

Km. 86.5+ Road west to Ejido Saldaña (7.7 miles) and to the base of the Sierra Juarez Mountains at Cohabuzo Junction, 34 miles.

Km. 105 La Ventana, store and rest area.

Km. 106.5 Road west to Arroyo Grande (12.3 miles) and the World War II Pole Line Road (17.5 miles).

https://www.bajabound.com/bajaadventures/bajatravel/pole_line_road.php

Km. 123 La Fortuna, an active gold mine.

Km. 136 El Chinero, a hill on the east side of the highway. In 1902, 35 Chinese laborers died while attempting to walk to Mexicali from San Felipe. Only seven survived to tell the story.

Km. 140.5 Highway 3 junction. Valle de Trinidad is 47 miles west and Ensenada is 121 miles distant. **See separate road log.**

Km. 141.5 Military checkpoint. These checkpoints typically affect northbound traffic as soldiers make sure illegal items are not in transit. Illegal drugs, marijuana, guns, and ammo are not permitted. You may be asked where you are coming from and where you are going. It is possible you will be asked to exit your vehicle while they perform a search.

Km. 160 Begin four-lane, divided highway going south to San Felipe.



Pete's Camp El Paraiso, Km. 177.5 (+1.1 miles in).



Campo Los Compadres, Km. 180+ (+0.9 mile).



Playas del Sol, Km. 183 (+1.1 miles).

Km. 171.5 Villas Cortez, 2.4 miles. Camping, pool, and palapas. No vehicle parking near the palapas.

Km. 173.5 Playa Grande, 1.9 miles. Palapa camping.

Km. 177.5 Pete's Camp El Paraiso, 1 mile to the restaurant and 1.1 miles to the beach with palapa camping. <http://petescamp.com/>

Km. 178.5+ Gas station and market, west side.

Km. 179 Playa del Oro, a private home development. The Road Runner Restaurant and Deli is at the entrance, excellent food.

Km. 180+ Campo Los Compadres, 0.9 mile. Palapa camping.

<https://www.facebook.com/Campo-los-Compadres-136752236414823/>

Km. 181 Colonia Morelia road (signed 60 kms.). New paved surface ends at Km. 10 on this road west to Valle Chico and Diablo Dry Lake. **See separate road log, below.**

Km. 181.5+ Pai Pai Campo, 0.9 mile. Beach and camping, no palapas or services.

Km. 182 Hotel Sky Blue on the west side of the highway.

Km. 183 Playas del Sol, 1.1 mile. Camping palapas.

<https://www.facebook.com/delsolsanfelipe/>

Km. 184 Gas station, west side.

Km. 184+ Campo El Pescador road.

Km. 185.5 Hotel Diamante on the west side of the highway (Single room 480 pesos). The highway soon makes a long, sweeping curve to the east.

Km. 189+ Original road from San Felipe to Ensenada joins the highway, in from the west.

Km. 189.5+ San Felipe entrance at the "Gateway to Sea of Cortez" arch monument.

Km. 190+ Arco gas station. Many 4-way stop signs are ahead.

Km. 191 San Felipe, central traffic circle.

The highway south to the airport and Puertecitos begins at the traffic circle (turn right/south). Two more gas stations are at the traffic circle and another is on the road 0.7 mile south.

Km. 0 for southbound Highway 5 is 6.1 miles south, located at the left turn off of the airport road.

Continuing ahead (east), through the traffic circle, the highway ends at the malecon seawalk in 0.6 mile. The malecon is a one-way street (to the left at this point). Many markets, hotels, campgrounds, banks, restaurants, and taco stands are found in San Felipe, which bills itself as "*The Home of the Fish Taco.*" San Felipe visitor information: <http://sanfelipe.com.mx/>

The Bay of San Felipe was named by Jesuit explorer Fernando Consag in 1746 traveling by canoe up the Gulf of California. San Felipe was visited again in 1766 by members of the Wenceslaus Linck expedition, who were trying to reach the Colorado River after traveling overland from Mission San Borja. Development as a fishing port began 1858, but permanent inhabitation did not start until the 1920s. In 1942, following the attack on Pearl Harbor, Americans built a road south from the U.S. border and installed a radar station at San Felipe for the defense of California. After World War II, Americans began to travel to San Felipe to enjoy the fantastic sportfishing available. The road south from Mexicali to San Felipe was paved in the early 1950s. This highway ushered in a flood of travelers seeking fine fishing and beach camping. In 1967, much of San Felipe was destroyed by a flash flood that swept the town following a *chubasco* (summer storm). The town rebuilt, the main street was paved, and San Felipe has continued to grow into the small city it is today.

See Log 9, San Felipe to Laguna Chapala for travel details going south.

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Bahía San Felipe and the view from south of town on Highway 5.

LOG 6: Highway 2-D, Mexicali to Tecate, 83 miles

Highway 2-D offers an easy way to return to the United States using the relatively uncongested Tecate border crossing. Highway 5 does not offer northbound motorists direct access to westbound Highway 2-D. A highway sign directs drivers to make a U-turn from north to south about ½ mile (1 km.) beyond the Highway 2-D overpass. Southbound Highway 5 has an exit onto Highway 2-D.

The road log begins when exiting Highway 5 (at Km. 8) onto Highway 2-D.

Km. 12.5 (Mile 0) Hwy. 2-D, Libramiento de Mexicali at Hwy. 5 (Km. 8), westbound. A libramiento is an expressway that circles around cities in Mexico, avoiding many or most signals and cross traffic. Mexico 2-D is a toll highway.

Km. 13.5+ (Mile 0.7) Toll booth (75 pesos).

Km. 14 (Mile 1.0) Pemex station/restrooms.

Km. 41 (Mile 18.1) Junction with 4-lane free Highway 2 at Km. 18; the kilometer numbering is different on the free highway, starting in the city of Mexicali.

Km. 24 Laguna Salada access road. As Highway 2 here is divided, westbound travelers must drive a short distance past this access point before making a U-turn and return on the eastbound lanes. This is a more popular route to Guadalupe Canyon Hot Springs in dry conditions, 34 miles.

Km. 28 Guadalupe Canyon access road, 35 miles to the hot spring campgrounds. This 'all-season' road replaces the dry lake route in wet conditions. The road continues south past Guadalupe Canyon along the base of the Sierra Juarez. Only 4WD vehicles are recommended south of Guadalupe Canyon. Any travel off of graded dirt roads should only be made in high clearance vehicles in good operating condition.

Km. 42 Military checkpoint. You may be asked where you are coming from and where you are going. It is possible you will be asked to exit your vehicle while soldiers perform a search for illegal drugs, marijuana, guns, and ammo. Typically most vehicles are waved through at this location.

Km. 42.5 Pemex station/OXXO market (under construction in 2017). The divided 4-lane highway begins a steep climb to the top of the mountain over the next dozen miles. Be cautious of slow moving trucks.

Km. 61.5 Toll booth La Rumorosa (24 pesos).

Km. 92.5 Toll booth El Hongo (70 pesos).

Km. 117+ Exit toll Highway 2-D for free Highway 2 (Tecate east) for the border. To reach the U.S. border crossing, drive 1.4 miles west past the Tecate Industrial Park to the signed Garita (border) road; turn right/north here and follow this road to the U.S. Border entrance in an additional 2.6 miles. A Pemex gas station with restrooms is 0.4 mile west of the Garita (border) access intersection. While Tecate typically has shorter lines, be prepared for the possibility of several hours to cross. The border is closed here from 11 pm to 5 am.

From Kilometer 117 the toll highway continues west to Tijuana, with the access road to the Otay Border crossing about 23 miles ahead or four miles west of the Tijuana toll booth. Follow the signs for Garita-Otay.

Log 7: Highway 5 to Highway 1 via Valle de Trinidad, 87 miles

The first 47 miles of this cross-peninsula route is on Highway 3. At Valle de Trinidad, you leave the pavement and continue on a graded dirt road for the remaining 40 miles. In good weather, two-wheel-drive vehicles should have no issues if driven carefully. Motorhomes or travel trailers are not recommended, however.



Road southwest from Km. 163 goes 6.3 miles to the north end of Diablo Dry Lake.



The road to Mike's Sky Rancho at Hwy. 3, Km. 137.5



Swimming pool at Mike's Sky Rancho.

Highway 3 is a paved road originating in Tecate, travels south to Highway 1, near Ensenada, then begins again in Ensenada to cross the peninsula to Kilometer 141.5 on Highway 5 at Crucero El Chinero. This point is 31 miles north of San Felipe and 93 miles south of the U.S. Border at Mexicali. Those not wishing to drive the dirt road portion of the road log should continue to Ensenada, remaining on paved Highway 3.

Km. 195.5 East end of Highway 3 at Highway 5.

Km. 195 Military checkpoint. These inspections are making sure illegal items are not in transit, including illegal drugs, marijuana, guns, and ammo. You may be asked where you are coming from and where you are going. It is possible you will be asked to exit your car while soldiers perform a search.

Km. 163 & 162.5 Road southwest to Diablo Dry Lake (6.3 miles) and Colonia San Pedro Mártir. The national observatory can be seen from here, at the top of the mountain, elevation 9,280 feet.

Km. 151 San Matias Pass. This pass separates the Sierra Juárez mountain range on the north from the Sierra San Pedro Mártir mountain range, on the south.

Km. 141 San Matias, a small town with several restaurants along the highway.

Km. 137.5 Graded dirt road south goes 20 miles to Mike's Sky Rancho, a resort motel with a bar and serves meals. Very popular with off-road vehicle groups who frequent the region. The road on south to Rancho El Coyote, that continues to the observatory highway, could be impassable following storms. In 2017, it was reported impassable to most 4x4s.



**West from Valle de Trinidad, the graded road climbs
The mountain range for a dozen miles.**



**Near the high point in the mountains, followed by
20 miles of mostly downhill driving.**

Km. 120+ Paved road south into Valle de Trinidad. A Pemex gas station is by this junction. **Set trip odometer to 0 and follow the pavement south through town.** A second Pemex station is in 0.4 mile south and one block to the west. Pavement ends. **Distances in miles:**

0.0 Highway 3 at Valle de Trinidad junction, Pemex station.

0.4 Cross street, Pemex station to the west.

0.6 End of street going south. Turn west.

0.9 End of street going west. Turn south.

3.7 Road junction signed 'La Calentura,' turn west at this junction.

6.1 Junction with another road joining in from Valle de Trinidad.

18.2 Road to Rancho Los Gonzales.

18.5 High point on the road, elevation 2,722 feet.

40.1 Highway 1 at Km. 103 south of Ensenada. A Pemex gas station is just south at Km. 105+. The town of San Vicente is 8 miles north with most services (gas, motels, restaurants).

A sign here for eastbound traffic reads 'Valle de Trinidad 65 kms.'

LOG 8: San Felipe (Km. 181) to Rancho Matomí via Valle Chico, 61 miles Also: Valle Chico to the Sulfur Mine and Highway 5 at Km. 32

The eastside canyons of the San Pedro Mártir mountain range offer excellent hiking and camping locations, most with flowing water, some with the endemic Baja California blue palm trees, Indian petroglyphs, and even hot springs. Flash floods come in the summer and fall and can change or even destroy roads. Off-Road racing is popular in Baja California and many roads get heavy use from race traffic. Arrows and ribbons mark the racecourse routes. Do not disturb or remove these markers.



El Picacho del Diablo, 10,154 feet.



Sign at Mile 26.0 (Km. 42).

0.0 Miles: Highway 5 at Km. 181, north of San Felipe at the Colonia Morelia road. There are some kilometer posts along this road.

4.3 (Km. 7+) El Dorado Ranch resident road (from Km. 178.5) junction. This was once known as the 'Zoo Road' as it began where a curio store sold carved-wood animals on Highway 5, a 'zoo' of animals.

5.1 (Km. 8.5) Join the original Ensenada-San Felipe road (from or to Km. 189+).

12.5 Cattle guard.

12.8 (Km. 20.5+) Fork. Right (west) to Diablo Dry Lake (original road to Ensenada, signed 'Colonia San Pedro Mártir'). Log continues, using the left fork, south to Matomí.

19.5 (Km. 31.5) Fork. Right (west) to Rancho El Cajon. Continue going south taking the left fork for Valle Chico and Matomí.

Baja California's highest peak, Picacho del Diablo can be seen throughout the region.

24.6 Junction. Continue straight/south. The road to the east from here is often used for racing going back to San Felipe.

25.9 Cattle guard.

26.0 (Km. 42) Road right (west) goes to Arco del Triunfo, a drug rehab center.

29.6 Cattle guard.

31.5 Crossroad. Ahead (west) for Rancho Algodón and the old road north along the base of the mountain. Turn left (south) for Agua Caliente, El Berrendo, and Matomí.



In Agua Caliente Canyon at Mile 2.5.



Cardón Cactus, Valle Chico.



El Berrendo Canyon.

36.4 (Km. 58.5) Abandoned farm on east side.

39.4 Enter abandoned farm town, shown on maps as Plan Nacional Agrario or Agua Caliente. Perhaps part of the Colonia Morelia vineyard project. An active ranch is just ahead at a major fork in the road.

39.6 Major fork: South is the left fork, left side of ranch house for going to El Berrendo and Matomí. Continue below, at Mile 0.0.

For Agua Caliente Canyon, take the right fork (west) here, toward the mountains, keeping left at the next fork, just beyond.

0.1-0.6 miles drive on the former farm airstrip, since ditched as with many rural airstrips to prevent use by drug runners.

2.0 Enter Agua Caliente canyon.

2.2 Pass steel water tank.

2.4 Closed gate. Petroglyphs are high up the cliff on the south side of the canyon.

2.6 Road washed out here. A track to the left may be passable to extreme 4WD vehicles. Hot springs alongside of a cool mountain stream are located 3.2 miles further up the canyon, on the right side.

0.0 Miles At the major fork, 39.6 mi from San Felipe, reset your trip odometer to continue south.

1.7 Fence road to left (east), stay on the right fork.

5.4 Fork. Matomí left (east), El Berrendo and El Parral Canyon to right (south). Road to El Berrendo described:

0.2 Pass corral of Rancho Carricitos and a road to right to Carrizo Canyon.

1.5 Road west to El Berrendo blue palms, south to El Parral (7.4 miles). Turn west.



Fence line road eastbound from Matomí Road at Mile 8.5.



Cardón cactus in Cañada el Parral.



Sulfur mine near Mile 25, 4 miles west of Highway 5.

3.9 Fence and cable across canyon.

Boulders just ahead would prevent driving much further than this point.

Blue palms grow high on the mountain and in the arroyo here.

https://www.bajabound.com/bajaadventures/bajatravel/el_berrendo_canyon.php

On the Matomí road, Mile 5.4 above:

8.1 Corner of fenced area, fence road to the left, stay on the right (southern) fork.

8.2 Fork go left (east) on the well-used track. Right fork road south ends after one mile.

8.5 Junction. Fence line road across Valle Chico to Cañada el Parral (Azufre Wash) and a road through the mountains to Highway 5, via the sulfur mine area.

0.0 Miles Matomí road at fence line road.

0.9 Cattle water tank.

1.3 Low point crossing Valle Chico.

3.9 End of the fence, road continues east.

4.0 Road enters Cañada el Parral, a sandy pass through the coastal mountains. Known as 'Azufre Wash' or 'Crazy Horse Canyon' by racers and locals.

6.0 High point in canyon (elev. 2,270'). Begin gentle downslope to the gulf coast.

22.4 Meet with road going southwest into the San Fermin Plain and lower Arroyo Matomí (18 mi). Continue east.

23.3 The old Puertecitos road, turn left (north). This road was a main route south from 1956 to 1983 when a new graded dirt highway was built closer to the coast. It was paved several years later.

24.6 Road east goes to Highway 5, joining the following road in 1.1 miles. This spot was once an airport for the sulfur mine.



Matomí Falls and a natural year-round swimming pool.



Rancho Matomí is very remote and not always occupied. The trail to the water fall is to the right of the house.



The Arroyo Matomí road to Highway 5 requires an 'extreme' 4x4 at this writing.

25.0 Road east goes 4 miles to Highway 5, near Nuevo Mazatlan. Just north of this junction, in 0.2 mile, is the center of the El Apache sulfur mine, running a mile here, on both sides of the old Puertecitos road. Abandoned in the 1950s after providing the valuable yellow ingredient for making gunpowder, especially during World War II.

29.0 Highway 5, near the Km. 32 marker and the Nuevo Mazatlan entrance.

South of the Azufre Wash fence line road (Mile 8.5 above) the road to Matomí canyon is slow going for over 4 miles with numerous moguls or cross grain terrain.

13.0 Cattle guard and a new fence.

16.2 Top of a steep grade down into Arroyo Matomí. 4WD required to return up this grade.

16.5 Bottom of the grade, Arroyo Matomí. The normally passable route to Highway 5 (27 miles) was blocked by large rocks, 2.8 miles to the east of here in March 2017 to all but extreme off-road vehicles and motorcycles. Turn right (west) 5 miles for Rancho Matomí.

21.5 Rancho Matomí, unoccupied. A steep path just east of the house leads down to a waterfall fed pool. Blue palms upstream provide attractive camping possibilities along the year-round running stream. There is a trail to Rancho Parral, in the next canyon north (approx. 4 miles). About a half mile north from Rancho Matomí is a small oasis of blue palms.

https://www.bajabound.com/bajaadventures/bajatravel/matomi_falls.php

LOG 9: San Felipe to Laguna Chapala, 133 miles



Km. 8.5 Villa Marina RV Park.



Km. 20.5+ Rancho Percebu.



Km. 32 Nuevo Mazatlan.

Km. 0 Kilometer 0 is 6.1 miles south from the San Felipe traffic circle toward the airport, then turn left/east off the airport road.

Km. 6.5 El Faro Beach ('Residence' sign). 0.5 mile to the gate. A lighthouse (*faro*) model is along the sign with "camping" spray painted on the sign. \$10 quoted.

Km. 8.5 Villa Marina RV Park (camping). 0.3 mile. \$15-\$20 (for 2-4 people). Power and water at beach palapas. www.facebook.com/villamarinarv

Km. 12 Punta Estrella Beach. 0.9 mile. Palapas, drift sand covering floors, \$40/day. Huge sand beach. <http://puntaestrella.com>

Km. 14+ Valle de los Gigantes. Cardón cactus area just west. The largest species of cacti in the world. \$10 or 200-peso entry fee. Self-guided driving tour of approximately 6 miles (4WD only after 1.4 miles).

Km. 20.5+ Rancho Percebu. 2.3 miles from the highway. Palapas, restaurant. Camping \$20 or 300 pesos. www.facebook.com/rancho.percebu/

Km. 26+ 'Shell Island.' 2 miles, 4WD only. Access underwater during full- and new-moon high-tide periods. A four-mile-long barrier island/sand beach, no services.

Km. 31.5+ Road west goes 4 miles to an abandoned sulfur mine, located on the pre-1983 dirt road from San Felipe to Puertecitos. 2 miles south of the sulfur mine, a road goes west 0.9 mi to a fork. Ahead here (left fork) is a road across the San Fermin Plain to Arroyo Matomí (18 mi). The right fork enters Cañada el Parral (Azufre Wash), a pass through the coastal mountains to Valle Chico, joining the Valle Chico-Matomí road in 22.4 miles, 8 miles north of Arroyo Matomí.

Km. 32 Nuevo Mazatlán. 0.5 mile. Camping. \$20. Sand beach, shade trees, water, flush toilets, showers. One of the original campos from the 1960s. Previously known as Agua de Chale.



Km. 74.5 (+0.2 mile) Octavio's Camp Playa Escondida.



Km. 74.5 (+0.9 mile) Puertecitos camping palapas.



Km. 74.5 (+1.2 miles) Puertecitos hot sulfur/sea water pools.

Km. 35.5-36 Colonia Delicias. Chelo's Restaurant, other restaurants, stores, and ice.

Km. 60 Arroyo Matomí, an extreme 4WD road to the west that may be followed 32 miles to a ranch. Behind the ranch house is a small waterfall-fed pool and beyond, a blue palm canyon. In 2017, large rocks blocked the road for most vehicles about 24 miles west.

Km. 60.5 El Pozo, a ranch just west, selling sodas at an old well that has providing good water for decades.

Km. 72+ Campo La Toba. 0.1 mile. Palapas only.

Km. 73 Cow Patty bar/cantina/pub, on the right.
<https://www.facebook.com/CowpattyBaja/>

Km. 74.5 Puertecitos paved entrance road.

0.2 mile to Octavio's Playa Escondida driveway (additional 0.3 mile to the camp).

0.7 mile Puertecitos Pemex gas station.

Go left just ahead by the restaurant. A charge of 200 pesos/vehicle is collected to enter Puertecitos property beyond here.

0.9 mile to the beach palapas. Palapa camping only, no cabins or rooms.

1.2 miles to the hot springs. The natural lava-rock bathing pools mix sea water with hot sulfur springs to determine bathing temperature. The pools can be too hot at low tide and completely underwater at high tide.

1.3 miles to a boat-launching ramp at the end of the road at the point.

In 2018, 9 bridges ahead were damaged by a flash flood.

Km. 82 Beach access, no services.

Km. 83 Bahía Cristina. Palapa camping, restaurant open on weekends.

Km. 84 View parking: La Costilla's beach palapas can be seen from here.

Km. 84.5 La Costilla. 0.4 mile. Palapa camping \$10.

Km. 90 Cerro Prieto volcano on the east side of the highway. A crater is at its top.



Km. 103 Isla El Huerfanito (Little Orphan Island).



Km. 135.5 Punta Bufe Motel.



Km. 143+ (+1.5 miles) Papa Fernandez' camping beach.

Km. 99 View parking.

Km. 103 Nacho's Camp El Huerfanito, 0.4 mile. Camping \$10.

Km. 105.5 Campo Tano. 1.2 miles. Future home lots for lease.

Km. 110+ Bridge over Arroyo Miramar. An important former placer gold mining area just upstream.

Km. 114 Cinco Islas, a restaurant and parking area. The many islands can be viewed from the highway.

Km. 117 Pass the site of Okie Landing. An abandoned fishing resort from the 1960s. Cement floors remain.

Km. 117.5 View parking.

Km. 133.5 La Poma. 1 mile to a good restaurant near the beach. Camping with palapa frames on the beach, the owner will add tarps when you arrive.

Km. 135.5 Punta Bufe. 1.4 mile. Motel with eight rooms. A big sand beach is further east beyond the runway and private homes.

<https://www.facebook.com/Punta-Bufe-Baja-California-597680436999679/>

Km. 142.5+ View parking. Bahía San Luis Gonzaga and Papa Fernandez' Resort can be seen to the south.

Km. 143 Bridge over Arroyo Alfredo. At the north end of the bridge is a steep exit down left to El Faro beach. 1.6 miles. No services. A water well, believed to have originated with the Spanish missionaries, named Pozo de los Frailes is in Arroyo Alfredo along a road between El Faro and Papa Fernandez'.

Km. 143+ Papa Fernandez' Resort on the north shore of Bahía San Luis Gonzaga (also called 'Willard Bay'). 1.1 miles to restaurant, and an additional 0.4 mile to a camping beach (through security gate) on the gulf side of Punta Willard. Camping is 100 pesos. There are some palapas on the sandy beach.
<http://www.papafernandez.com/>



Km. 147 (+1.8 miles) Alfonsina's Motel. A three-story additional building is being added.



Alfonsina's and Isla San Luis Gonzaga, in the distance.



Km. 147 (+1.2 miles) Rancho Grande palapas.

Km. 145 Military checkpoint. These inspections are making sure illegal items are not in transit. Illegal drugs, marijuana, guns, and ammo are not permitted. You may be asked where you are coming from and where you are going. It is possible you will be asked to exit your car while soldiers perform a search.

San Luis Gonzaga Bay was discovered and named by the Jesuit missionary Fernando Consag in 1747. The padres would later build a warehouse on the west side of the bay. This was part of the program to construct the mission of San Fernando and other missions beyond. The outline of the warehouse ruins is near the bay shore, midway between Papa Fernandez' and Alfonsina's.

Km. 147 Bahía San Luis Gonzaga:

On the east side of highway is:

- 1) Pemex gas station.
- 2) Alfonsina's Resort (motel, restaurant, private homes). 1.8 miles. Located on a sand beach by an isthmus that connects at low tide to Isla San Luis Gonzaga (also called Willard Island). The bay to the south of the island is technically named 'Ensenada de San Francisquito' but is almost always called 'Gonzaga Bay', along with the northern bay.
<http://www.alfonsinas.com/alfonsinas@hotmail.com>
- 3) Large dirt runway runs between the roads to Alfonsina's and Rancho Grande's beach camp.
- 4) Rancho Grande palapa camping. Located 1.2 miles east from Highway 5.
<https://www.facebook.com/Rancho-Grande-170553939718804/>



Km. 147 Rancho Grande market.



Km. 149+ (and 2 miles in) is Camp Beluga.



Punta Final illuminated in the distance.

Km. 147 Bahía San Luis Gonzaga (cont'd.):

On the west side of highway is:

Rancho Grande Market, and a restaurant is next door. Food, liquor, and ice usually available. Tire repair shop is behind the market. A road may be followed for 2.3 miles behind Rancho Grande and into the hills to see a huge white sheet of mineralized crystals from a soda spring. This is where onyx is being created. Some small-scale onyx mining had occurred years ago at similar springs to the north.

Km. 149+ Road east to Camp Beluga and El Sacrificio.

2.0 miles to Camp Beluga (turn left at Mile 1.3). Palapa camping \$20 or 350 pesos. Cabins \$40.

4.1 miles to El Sacrificio from Hwy. 5 (go straight at Mile 1.3 and turn left at Mile 3.6). Entrance gate was locked in January 2017. Cabins with water, electricity, and air conditioning advertised. Restaurant on site. <https://www.facebook.com/Sacrificiogonzaga>

The road past El Sacrificio's entrance goes south 2.3 miles to a 4WD beach access (0.8 mile east, no services) and an additional 0.5 mile to the Punta Final entrance gate. 1.6 miles beyond the gate is the Punta Final village and camping beach, see below.

Km. 154.5 Rest area parking on the east side of the highway. This is a viewing location of Arroyo Santa María/Las Arrastras bridge. No facilities.



Km. 156 (+6.3 miles) Punta Final village.



The Punta Final camping area at “Snoopy” hill.



William Lacy's grave at Molino de Lacy.

Km. 155 Bridge over Arroyo Santa María, named for the 17th California mission, located in the mountains 8.5 miles west of here. Arroyo las Arrastras joins Arroyo Santa María just west.

Km. 156 Access road to Punta Final and Molino de Lacy, just south of the bridge. It is 6.3 miles to Punta Final Resort.

Mile 2.1: Road south to Molino de Lacy. Turn left (east) after 1.5 miles. From here, drive 1.8 miles east to the fork in the road near the mill ruins. To the right (in 0.1 mile) is an old road (4WD only) south going 8.4 miles to the Pioneer Mine and on to Coco's Corner. Continuing east is the grave of William Lacy (1835-1897) in 0.2 mile and located on the eastside of the hill. Lacy operated this gold ore mill until a boiler explosion killed him. The road continues eastward 1.5 more miles to rejoin the Punta Final road, 1.1 miles west of Punta Final or 5.2 miles east of Highway 5.

Mile 5.2: Road to right from Molino de Lacy.

Mile 5.3: An entrance gate for Punta Final; go 1.0 mile from here to the village and beach camp. <http://puntafinal.com/>

Km. 159 A second Punta Final access road east connects with the Km. 156 road, described above. A road west from here goes to 4.7 miles to Las Palmitas, an oasis on El Camino Real (turn left at Mile 3.2). The road on ahead at Mile 3.2 ends near the Santa María Canyon entrance at Mile 4.0. The El Camino Real mission trail climbs out of the arroyo north of this point and mostly follows the north ridge of the canyon to the valley containing Mission Santa María.

As this guide goes to press, note that the markers south of Km. 167 have three kilometers added to the true figure. The next marker is Km. 171 instead of the true 168.

Km. 176 A difficult road to the west is a 4WD trail to a turquoise mine and up to Highway 1 at Km. 213.



Highway 5 construction in 2017.



Las Arrastras gold ore mill.



Coco and visitors at Coco's Corner.

Km. 179.5 Coco's Corner (2021+ location), next to the Las Arrastras site. Beer and sodas for sale by this iconic character (and a double amputee) who has been in the region serving travelers for many years. <https://www.facebook.com/cocoscorner.ranch>

The road branching to southeast here is the former main road south, passing the original Coco's Corner (4.2 miles) before rejoining the highway near Km. 190.

The site of Las Arrastras de Arriola is accessed south of the new Coco's Corner.

Las Arrastras de Arriola, east of the bridge. Once an important gold ore mill that was in the arroyo below, and a 'rancho' once served travelers and sold turquoise and gems. A short drive down into the arroyo below allows one to see the round mills (*arrastras*) where gold ore was processed. A well here also has provided water for perhaps 100 years. To the northwest of the well and mill ruins, near a highway bridge, was a historic waterhole on the Camino Real mission road. Originally called San Francisco, the name was modified to San Francisquito and is what provided many sites in the area to include that name. See <https://www.bajabound.com/bajaadventures/baja-travel/las-arrastras.php>

The new highway continues south. Details for the old road and travel to Calamajué (port, mill, mission, and canyon) follow:

Mile 4.2 on the old road, south from the new Coco's Corner was the original Coco's Corner. Below are side trips from original Coco's Corner to Calamajué (pronounced: "cala-mah-WAY"), the name of an abandoned port, a gold mill, mission ruins, and a canyon with a year-round stream.



Arroyo Calamajué viewed from mill ruins, Mile 13.0.



Mission wall outlines at Calamajué.



Puerto Calamajué, 21.9 miles from Coco's Corner.

To Puerto Calamajué, Molino de Calamajué, the mission at Calamajué, and on to Highway 1:

This side-road going east, begins on the old road, 4.2 miles from Km. 179.5. **Set odometer to 0.0 at this junction (the original Coco's Corner).**

Mile 6.3 Fork. Left branch goes east then north to Puerto Calamajué, see below. Straight ahead goes south to Molino Calamajué, a former gold ore mill.

13.0 Gold ore mill ruins are located on the cliff, just east of the road. The remains of the 1766-1767 Jesuit mission are across the wide arroyo from the mill. The road just ahead drops steeply into the arroyo.

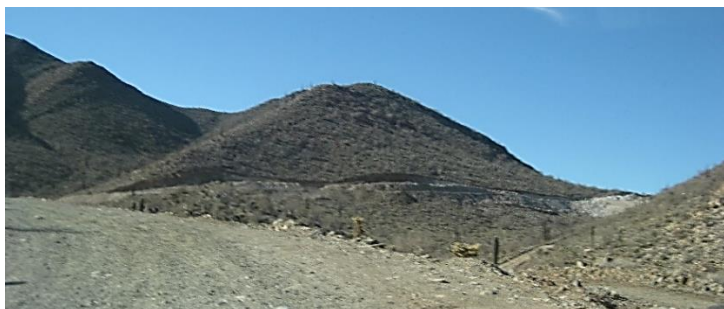
13.2 To reach the mission site, turn east on a faint track and go across arroyo and up a short grade, 0.4 mile. The mission was relocated to Santa María after just seven months because crops failed to grow due to the highly mineralized water. <https://www.bajabound.com/bajaadventures/bajatravel/calamajue.php>

The road continues south in the year-round running stream and eventually climbs out of the arroyo.

21.4 Fork right to reach Highway 1 in 5.4 miles at Km. 251. This road log continues straight.

28.7 El Crucero; a junction with Highway 1 at Km. 261. An abandoned ranch is passed near the end of the road.

Going to the east at Mile 6.3 takes you to Puerto Calamajué, (an abandoned seafood processing operation) in 15.6 additional miles. At 0.8 mile before reaching the abandoned building, tracks cross a mud flat to the right (that could be underwater at high tide) going to the south side of the bay and a former fishing camp (0.7 mile). Beach camping may be an option here.



The older road south from Coco's Corner nearing the new.



Highway 5 construction in 2017.



Signs at the junction of highways 1 and 5, Km. 233.5.



In 2018, before paving, this was the final kilometer.
This final marker has been changed to Km. 201.

Km. 180 Las Arrastras Bridge. Mill ruins are just east.

The highway ahead enters a mountain canyon as it passes through to the Laguna Chapala valley.

Road construction was very impressive as the highway runs straight through these mountains with very few curves by reducing entire peaks and filling canyons rather than go around them as the older graded road has done since 1983, and the earlier 4WD trail had before it. The mountain and canyon portion of the new highway is about 4 miles in length.

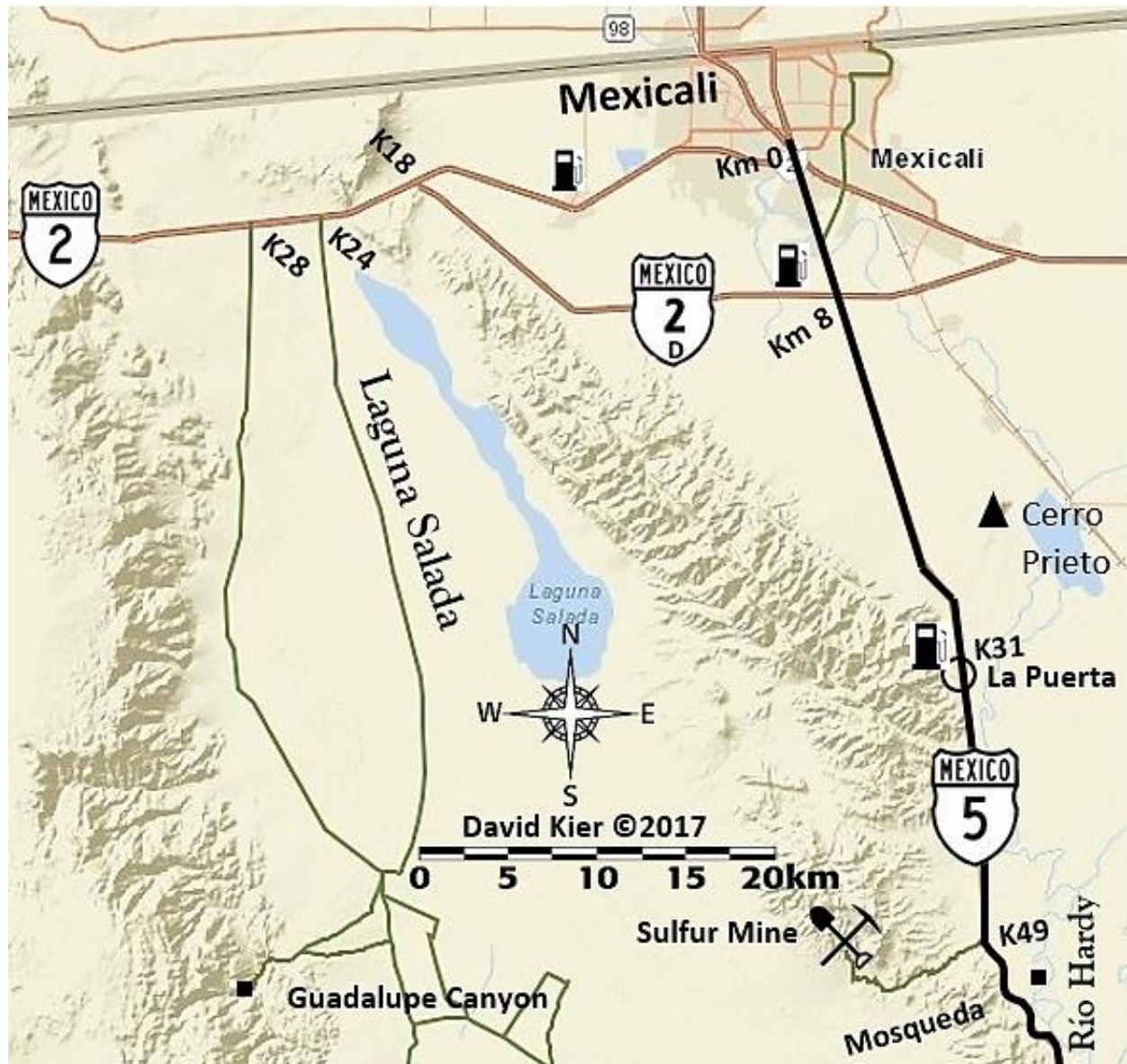
Km. 190 Near this marker, the old road junctions with the new highway. Travel to Calamajué is via the old road, this way. To reach the port, mill, mission, or canyon of Calamajué, turn east at the site of the original Coco's Corner (see above).

Km. 198 Pass the site of Rancho Laguna Chapala, off to the right. For the decades before the 1973 construction of Highway 1, this was the home of Arturo Grosso. He was a prospector and rancher, as well as the brother of El Rosario's Mama Espinoza. The new Highway 5 is constructed about a half-mile to the south of the older road here.

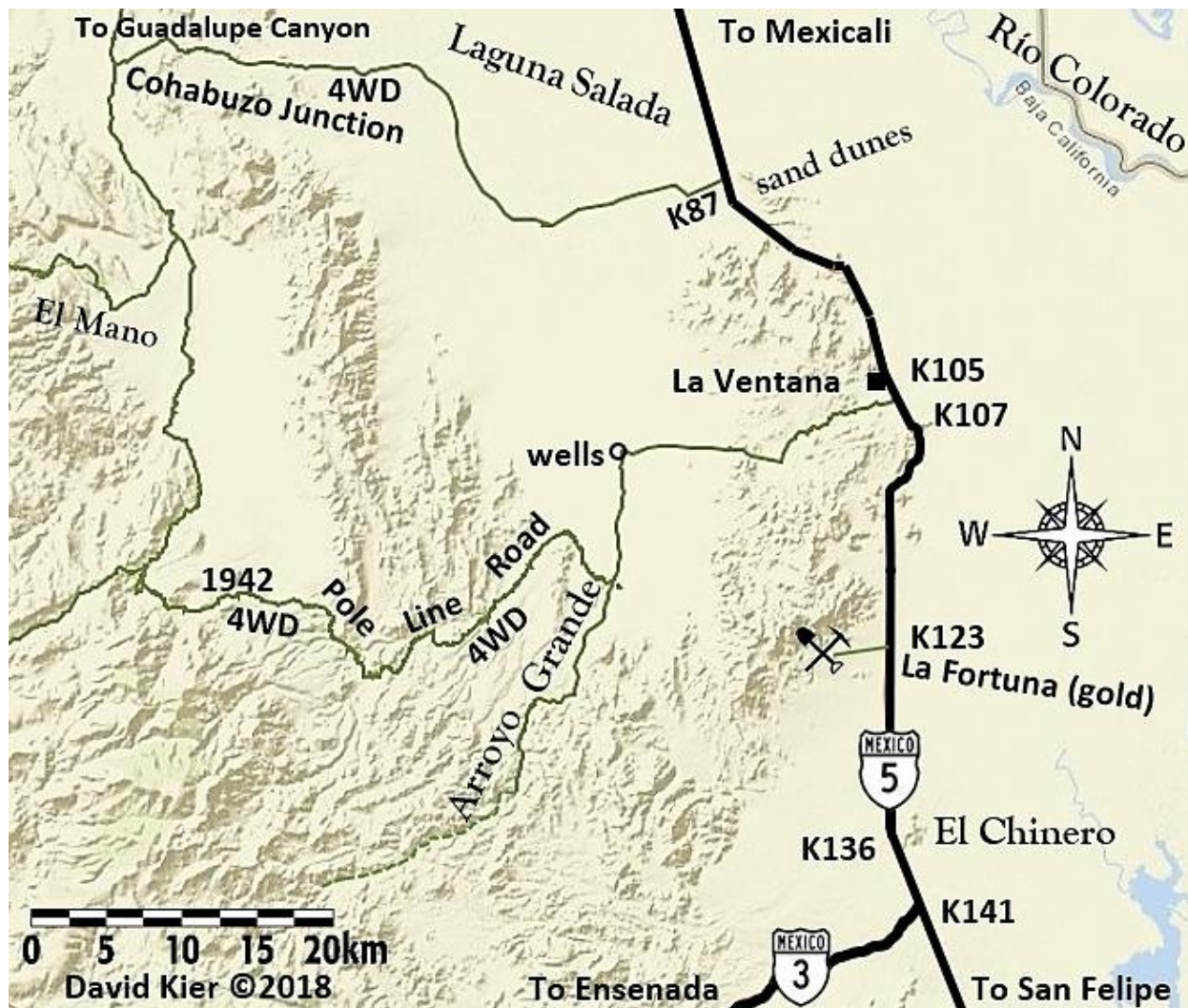
Km. 201.5 Highway 1, Laguna Chapala at Km. 233.5. To continue south, turn left. A tire repair shop is located across Highway 1 from this junction. A Pemex gas station was proposed to be built here. To the south, 1.5 kms. is a restaurant called Nueva Chapala. This is where Arturo Grosso moved his ranch after Highway 1 was finished. In 2021, a larger restaurant was nearing completion.

See the San Quintín to Guerrero Negro road log.

Mexicali Area



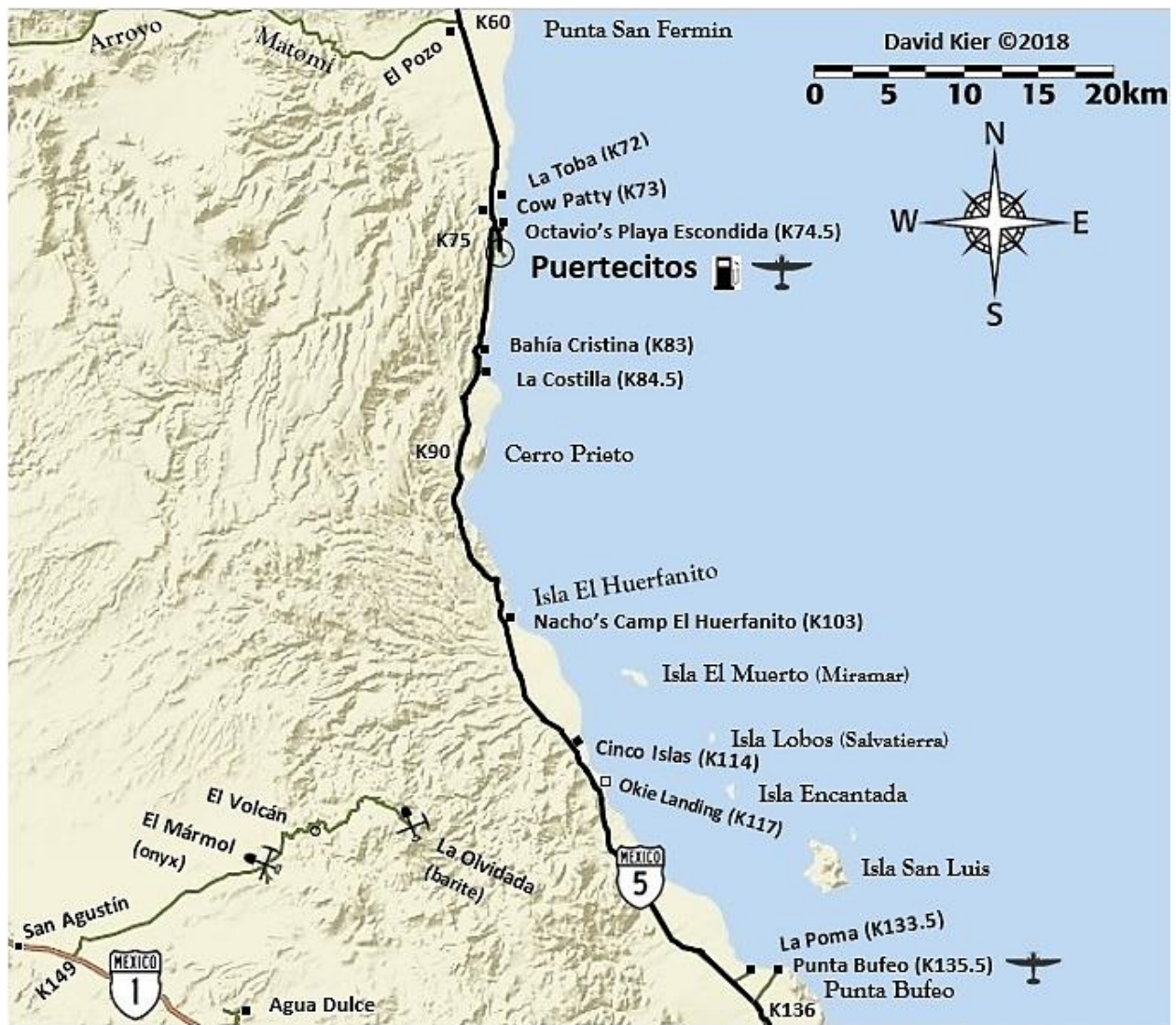
La Ventana Area



San Felipe Area



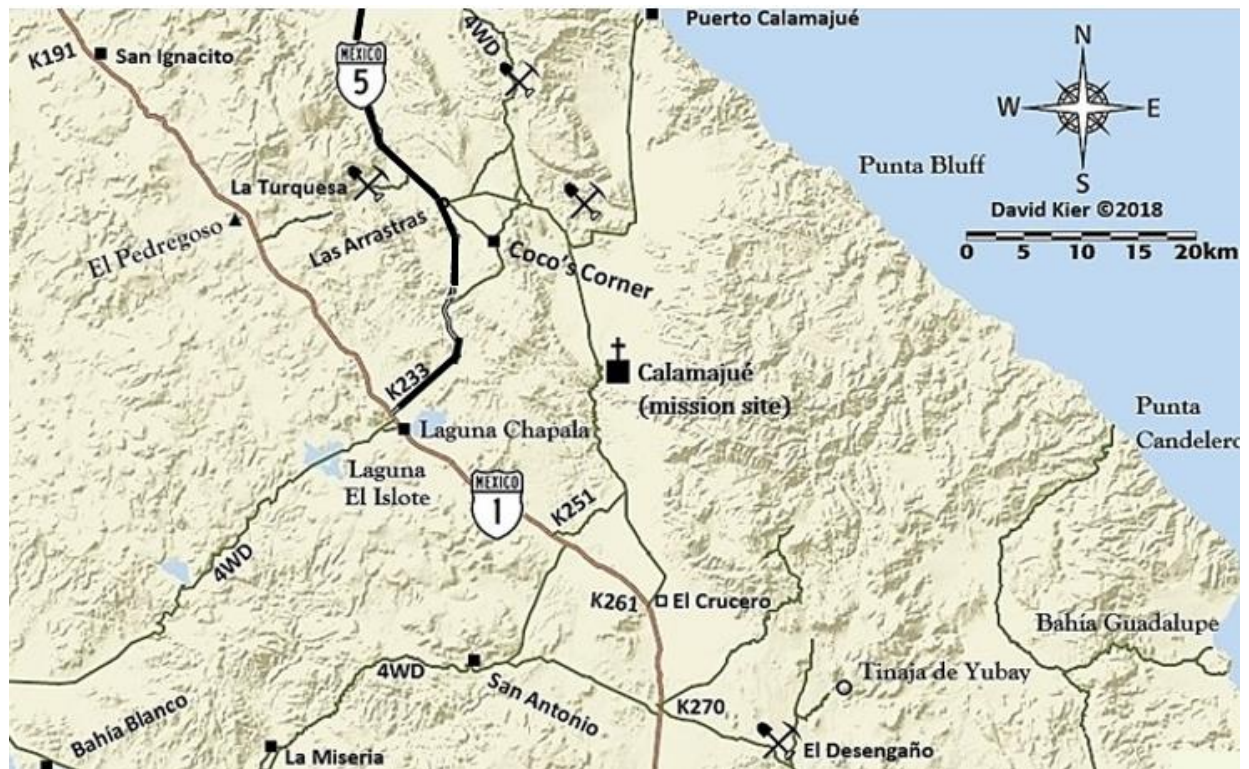
Puertecitos Area



Bahía San Luis Gonzaga Area



Laguna Chapala Area



LOG 10: San Quintín to Guerrero Negro, 256 miles



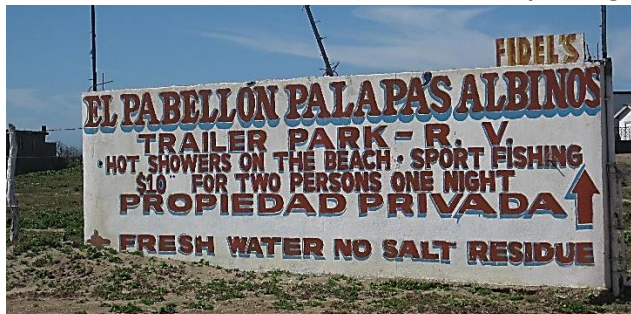
Km. 0 San Quintín, 196 kilometers south of Ensenada.



Molino Viejo (Old Mill) Restaurant on San Quintín Bay, 3.2 miles west of Km. 1/Highway 1.



The first El Pabellon, Km. 16 (1.2 miles) RV park sign.



Fidel's El Pabellon, Km. 16.5 (1.3 miles) RV park sign.

Km. 0 The south side of the town of **Lázaro Cárdenas** which is located just inland of Bahía San Quintín. The highway narrows to only 19 feet in width, with no shoulders and few pullouts. Much of the road is elevated above the desert floor. However, 10- to 20-kilometer sections of the highway are being widened over time - a relief to those driving large vehicles or towing trailers.

Km. 0.5 An OXXO market on the left (east). These markets are popping up all over Baja.

Km. 1 Paved road west to the **Bahía San Quintín** hotel and restaurant Molino Viejo (Old Mill), 3.2 miles. Campo Lorenzo and Motel Don Eddie's entrances are next to the Old Mill. 1 mile in from Hwy. 1 is a road left (south) to Los Olivos Campground (0.5 mile) and Baja Jardines Hotel and Restaurant (0.7 mile). The mill turned wheat into flour over 100 years ago when the English operated a farming colony here. A railroad was constructed for 20 miles north of the mill and was planned to go all the way to the U.S. The project failed when annual rains, needed for the wheat, failed to come. Remains of an old pier (Muelle Viejo) are on the bay, 2 miles south. The colonists' cemetery is further south, on a hill with a view of the bay and the volcanoes that surround it.

Km. 1.5 Road west to Los Olivos RV Park/Campground. One mile west of the highway, turn left (south). Baja Jardines (a popular hotel and restaurant) is next to Los Olivos, 1.2 miles from Hwy. 1.

Km. 3.5 Restaurant Boca del Rio.

Km. 4 Pemex gas station.

Km. 5 Junction with the older Highway 1 route alignment, which went straight, while the newer route curves to the left here. The older route was frequently washed out where it crossed the Santa María riverbed. A dirt road west from Km. 5 goes to the Old English Cemetery. Modern graves now surround the old ones that dated back to the 1880s.



La Lobera sea lion crater Km. 47.5 (3 miles in).



The first El Rosario mission (1774), Km. 58.5.



The second El Rosario mission, from 1802.



Coast at Punta Baja, 10.3 mi. from El Rosario.

Km. 11 Los Pinos, a tomato growing center. Pemex gas station at a paved road junction to two beach hotels: Misión Santa María, and Cielito Lindo. Both hotels are 3 miles distant. The beach is 3.5 miles west, just past Cielito Lindo.

Km. 14.5 Older highway route rejoins newer.

Km. 15 Pemex gas station.

Km. 16 Turnoff to El Pabellon, Campground/RV Park (150 pesos), 1.2 miles. A popular restaurant, Parcela 12, is just ahead on the east side of the highway.

Km. 16.5 Fidel's El Pabellon (1.3 miles) Campground/RV Park.

Km. 25.5 Playa El Socorro, camping.

Km. 47.5 La Lobera road (3 miles). A collapsed sea cave with a beach enjoyed by sea lions.
https://www.bajabound.com/bajaadventures/bajatravel/la_lobera.php

Km. 52 Military checkpoint. Usually affects northbound traffic as they make sure illegal items are not in transit. Illegal drugs, marijuana, guns, and ammo are not permitted. You may be asked where you are coming from and where you are going. It is possible you are asked to exit your car while soldiers perform a search.

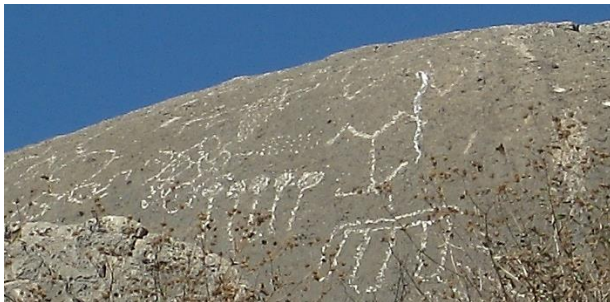
Km. 56.5 Enter **El Rosario** which is the last large town for many miles and the end of the power and phone lines from the north and the last cellular towers southbound in the state of Baja California, as well. There are several restaurants and motels along the highway, some are listed here.

Km. 57 Pemex gas station, El Rosario. Top your tank here as the next Pemex stations southbound are close to 200 miles away.

Km. 57+ Baja Cactus Motel. This is one of the most well-run, inexpensive accommodations on the peninsula. In room Wi-Fi, Phones, Coffee Makers, satellite TV. 24-hour front desk.



The Cirio or 'Boojum Tree' region begins at Km. 71.



Las Pintas boulders covered with petroglyphs.



Pools at Rancho El Sauce, Km. 82+ (6.3 miles in).



Cardón cactus on the road to San Juan de Dios.

Km. 57.5 Highway 1 takes a sharp bend left (east). Turning right (west) here goes to the sister town of El Rosario de Abajo, 1.9 miles; the 1802 mission site, 2.0 miles; Agua Blanca road, 2.9 miles; Punta Baja road 3.3 miles; and La Bocana (beach), 5.3 miles. Petrified wood can be viewed in the small canyons, 2-3 miles north of La Bocana.

https://www.bajabound.com/bajaadventures/bajatravel/petrified_forest_of_el_rosario.php

Km. 58.5 Tire shop 'San Borjas'. Just beyond is a concrete road left/uphill to **Mission Nuestra Señora del Rosario de Viñadaco**, one block north. This mission was the first founded by the Dominican Order in Baja California. Established here in July 1774. In 1802, it moved two miles west to Rosario de Abajo.

Km. 58.5+ Sinahi Motel, RV park, and restaurant, on the left. Just beyond are popular restaurants El Faro, on the left, and La Pasadita on the right.

Km. 60.5 Baja's Best, a bed & breakfast and Restaurant on the right; The Motel Turista and Valentino's Restaurant, are just beyond, on the left.

Km. 65.5 At the south end of the long bridge, a road east goes up the valley to a cardón forest and on to the La Vibora grade (4WD) as a back-country road trip that returns to the highway at Km. 103+.

Km. 71 Northernmost boojum (cirio) trees along Highway 1. These exotic trees are seen along the highway and backroads of Baja California in a limited region between San Quintin and San Ignacio and a small area across the Gulf of California, in Sonora, Mexico.

Km. 80+ Punta San Carlos road. www.solosports.net Also, this is the Las Pintas fossil and petroglyph grotto access route. https://www.bajabound.com/bajaadventures/bajatravel/el_rosario_petroglyphs.php This road is generally well-graded and offers access to the Pacific, where copper ore was once shipped out from the San Fernando copper mines.



Memorial to Hector at Km. 116.5.



Mission San Fernando de Velicatá, 1769. Km. 121+ (2.3 miles to the site).



Petroglyphs 0.7 mile west of the mission.

The 4WD side road east to Las Pintas is 17.4 miles from Highway 1 (GPS: N 29°49.65', W 115°28.46'). At 5.2 miles on the side road (GPS: N 29°52.56', W 115°25.25') turn left off the Arroyo San Fernando road and follow a small side arroyo. At 5.4 miles (GPS: N 29°52.70', W 115°25.31') turn right, out of small arroyo, and cross low divide to small valley. At mile 7.2, arrive at the Las Pintas parking area. GPS: N 29°53.91', W 115°24.52', elev. 755'. You are 24.6 miles from Highway 1. Hours of exploring the boulders, crawlways, petroglyphs, and fossils await you.

Km. 82+ Road south (unsigned) to Rancho El Sauce, 6.3 miles. Palapa camping and cabins (300 pesos, bring bedding) at a recreation area, featuring fresh spring water wading pools and gardens.

Km. 103+ Restaurant El Sacrificio. Road north to Los Mártires and beyond (left at 5.3 mi) or take the right fork to visit San Juan de Dios (21.7 miles). Intense desert vegetation is along this road. A second right fork is at 16.9 mi (left fork goes to El Sauce de Carter). Two cattle control gates are on the final miles. Rancho Las Palmas is now established along the banks of the San Juan de Dios river. The mission visita ruins were plowed over in 2006. Some of the ruins have been re-exposed for viewing, located a short walk south from the ranch's water tank. https://www.bajaabound.com/bajaadventures/bajatravel/petroglyph_park.php

Km. 108+ Loncheria El Descanso, food and tire repair.

Km. 116.5 Memorial to Hector, the truck driver.

Km. 118.5 Old main trans-peninsular road branches to the right. This is a shortcut to reach Mission San Fernando, but rougher than the next road in, at Km. 121+. In July 1973, Highway 1's pavement ended here but was soon extended and completed over the following five months at an amazing rate of speed.



World's only onyx schoolhouse, El Mármol. Km. 149 (9.3 miles).



Cold water geyser, El Volcán, 4 miles east of El Mármol.



Historic spring on El Camino Real, Agua Dulce.

Km. 121+ El Progreso. An abandoned café and the road to **Mission San Fernando**, 2.3 miles. **Mission San Fernando de Velicatá** was the first Franciscan California mission, founded by Junípero Serra in May 1769 while traveling to San Diego to colonize the land north of the peninsula of California. That land had no unique name, so it was called Nueva (New) California or Alta (Upper) California. This is how the peninsula began to be known as Baja (Lower) California, to avoid confusion between the two regions. In 2018, a locked gate was added on the road a mile from the mission.

The adobe ruins and stone foundations have nearly vanished due to both weather and treasure hunters. Several miles south are the ruins of the San Fernando copper mine from the early 1900s. Ore was shipped from Punta San Carlos. The road beyond the mine can be taken to the top of San Carlos mesa with a spectacular view of the ocean far below.

The east-facing cliff, located 0.7 mile west of the mission, contain several interesting petroglyphs. Just beyond the cliff is an impressive reservoir (*pila*) that was used for the mission's crop irrigation.

Km. 129 Café La Pasadita.

Km. 131 Rancho Los Cuates, tire repairs. Beyond here, for several miles are farms and ranches located north of the highway. They are located along the original trans-peninsular road to La Paz. <https://www.bajabound.com/bajaadventures/baja-travel/the-old-baja-road.php>

Km. 132+ Santa Catarina/Puerto Canoas road, right (west). This way offers an opportunity to drive over 200 miles south on dirt roads providing a sample of what driving down Baja was like before 1973 with the construction of Highway 1. **See road log below, The Remote Pacific (Seven Sisters Coast).**

Km. 132.5 Guayaquil road goes left/ north (0.5 mile) to a deserted town that was the education center for regional ranch children.



Highway 1 in the boulder fields near Cataviña.



Painted cave near Cataviña, Km. 176.



Camping area at Rancho Santa Ynez, Km. 180.5+.

Km. 143.5+ The old onyx shipping road between El Mármol and Puerto Santa Catarina crosses Highway 1.

Km. 145 San Agustín, an abandoned Pemex gas station and RV park. Abandoned highway maintenance buildings are across the highway. A military checkpoint has been located here on occasion. Named for the nearby historic Rancho San Agustín (just north of the highway) which was an important source of drinking water for the onyx mine town of El Mármol.

Km. 149 El Mármol road (15 kms.); Abandoned mine and town site (9.3 miles). An important source of onyx from 1905 to 1958. Famous for having the world's only onyx constructed schoolhouse, now partially destroyed. A cold-water (soda) geyser 'El Volcán' is 4 miles beyond with a short hike south in the arroyo. Past El Volcán, the road continues 6 miles to La Olvidada, a barite mine.
https://www.bajabound.com/bajaadventures/bajatravel/the_onyx_of_el_marmol.php. Photos taken at El Volcán and La Olvidada are here:
<http://vivabajablog.blogspot.com/2011/07/lost-mission-expedition-april-2011-in.html>

Km. 149 Rancho Sonora, onyx gifts for sale. Closed in June 2017.

Km. 157.5 Arroyo Agua Dulce, named for an important spring, 2.5 miles east, on El Camino Real, the mission road through Baja California.

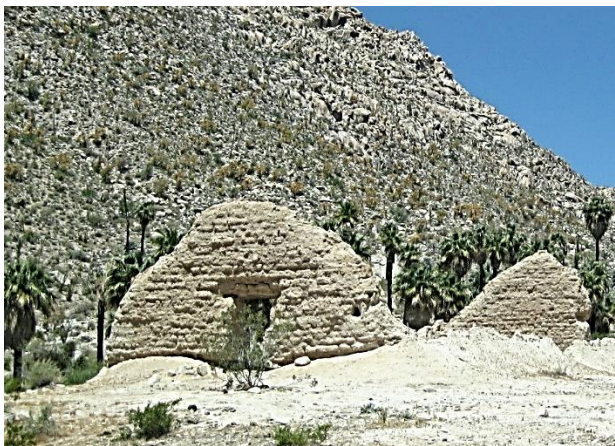
Km. 160.5+ Agua Dulce access (2 miles). Go east to original trans-peninsular road (1.4 mile) then turn north 0.3 mile to the Rancho Agua Dulce driveway and enter. Ask permission from the ranch people to view the spring, located in the gully, north of the windmill and palm tree.
https://www.bajabound.com/bajaadventures/bajatravel/agua_dulce.php



Steep, rocky grades such as 'the widowmaker' are part of the driving challenge to Mission Santa María.



Near Mission Santa María, driving on boulders.



Mission Santa María de los Angeles was established here in 1767 after crop failures at Calamajué forced the Jesuits to move their last California mission. The adobe church here was built in 1768 by the Franciscans, who replaced the Jesuits in California.

Km. 165.5+ Road east 0.9 mile to the original La Virgin, a shrine at a large boulder on the old road. In the pre-highway days, a small store was located here. A newer shrine is just ahead.

Km. 166.5 'New' La Virgin shrine, to the right. The original shrine was on the old main road between Ensenada and La Paz, see above.

Km. 168 Road west to Faro San José (46 miles) fish camp, and Rancho El Marmolito (signed 38 kms.). The abandoned onyx mine of Cerro Blanco (San Telmo) with a soda spring is along a left branch of this road, 22 miles in from the highway.

Km. 176 Painted cave site parking, on the left. A short, steep hike to view the colorful painted figures on the ceiling of a boulder cave at the top of the hill. The highway crosses an arroyo often with water on the road. Palm trees are frequently seen wherever water is at or near the surface.

Km. 179 Cataviña, a small town that came into existence with the construction of Highway 1. In 1974, this site was only a 'parador' (Pemex gas station, rest area/cafeteria, and RV park), with a hotel. Cataviña has grown into a little town since then. On the left is the motel Cabañas Linda.

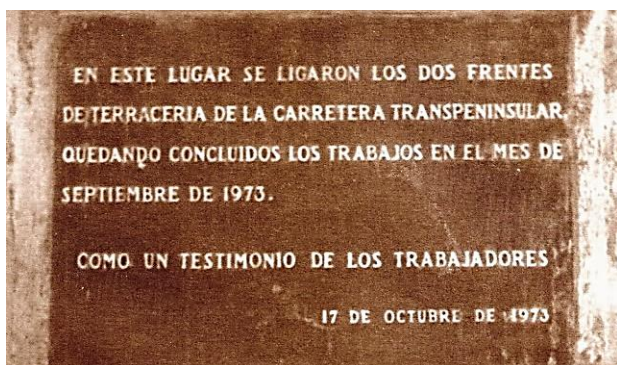
Km. 179+ Gasoline for sale from cans. Expect prices to be near a dollar a gallon over the Pemex price for this service and commodity here and at other private gasoline vendors. A new gas station was under construction in 2018.

Km. 179.5 Hotel Misión Cataviña. Very nice facility considering the remote, desert location. Opened originally in 1974 as an El Presidente Hotel, it changed ownership to a La Pinta Hotel, then again to become a Desert Inn, and now the Hotel Misión Cataviña. A market is across the highway.

Ahead, the highway dips and sometimes splashes across a palm filled arroyo. Rancho San Luis is on the left, on the opposite bank of the arroyo.



Remade monument to the meeting of construction crews at San Ignacio in September 1973. Km. 191.5.



The original plaque at the above location.



El Pedregoso, looking north to the boulder peak.



Km. 243 El Portezuelo view to the south.

Km. 180.5+ Rancho Santa Ynez (also spelled Inez or Inés) paved driveway. Camping, restaurant, and bunkhouse rooms. A famous ranch (with an airport) used as a checkpoint frequently for the Baja 1000 and other off-road races dating back to their beginning in 1967. A few Americans have homes in the area leased from Santa Ynez. The challenging 4x4 road to **Mission Santa María de los Angeles** begins here. The distance is less than fifteen miles, but the terrain will only allow average speeds of 5-7 mph! Good tires, extra ground clearance, and locking differentials or traction control are recommended. A companion vehicle is also strongly advised.

Km. 191.5 Restaurant San Ignacio. Across from the restaurant is the monument to commemorate the meeting of road construction crews from the north and from the south in September 1973.

Km. 210 El Pedregoso, granite boulder peak.

Km. 233.5 Highway 5 junction at Highway 1, Laguna Chapala. In 2017, 23 miles remained unpaved on this route north. After which, it becomes a paved highway north to Gonzaga Bay, Puertecitos, San Felipe, and Mexicali. Construction to complete the paved highway is ongoing. **See the Highway 5, Mexicali to Laguna Chapala guide for details.**

Km. 235 Nueva Chapala, restaurant. A 4WD road to the west from here goes to the Pacific Coast, north of Punta Blanca. When Highway 1 was constructed, to the west of the original dirt road, Rancho Laguna Chapala moved to highway and was renamed Nueva (New) Chapala.

Km. 243 El Portezuelo, the peninsular divide, elevation 2,440'. A grand view to the south.

Km. 251 Road left (at the top of a rise) goes to Calamajué Canyon. The road was built in 1973 to obtain water when building Highway 1. It meets the road between Calamajué and El Crucero (Km. 261) in 5.4 miles, at a point 8.6 mile south from the Calamajué mission site.



Back-country driving in Baja California may seem like visiting another planet.



On the lonely road west from Km. 270.5, boojum (cirio) trees are a constant source of entertainment.



Km. 282, Bahía de los Angeles junction. Formerly the 'parador' of Punta Prieta, located 8 miles north of the village of Punta Prieta. The beautiful Bay of Los Angeles is 40 paved miles to the east.

Km. 252 Road to the right goes to Rancho San Antonio and on to the Pacific Coast near Bahía Blanco, 35 miles. 4WD only. See Km. 270.5, below.

Km. 261 El Crucero. Important junction of the gulf-coast road and main trans-peninsular road in pre-highway years. This route was replaced in 1983 with the construction of graded road between Laguna Chapala and Puerto Calamajué. The road from El Crucero may be used by 4WD vehicles to go to Calamajué mission (15.7 miles) and Coco's Corner (28.7 miles).

Km. 270 Old Bahía de los Angeles road here crosses the highway (the old main trans-peninsular road is 0.3 mile to the west). The old Bahía de los Angeles road passes El Desengaño, an abandoned gold mine town, before reaching the paved Bahía de los Angeles highway. Another, newer road takes off to the northeast from here to a ranch near the headwaters of Arroyo Salsipuedes, made famous in the classic 1961 Erle Stanley Gardner adventure book, *Hovering Over Baja*.

Km. 270.5 A 4WD road to the right (west) goes to the Pacific Coast. Mileage log follows:

9.3 Junction with the road from Km. 252.

11.3 Rancho San Antonio oasis. After some miles of desert plateau, the road goes down a long and badly eroded grade. A broken-down truck nearly blocks the road near the bottom of the grade. In a few miles, pass Rancho La Miseria (off to the right), then two cattle control gates (if closed, close them behind you).

28.7 Road turns south here to Punta Cono and Santa Rosalillita and meets the coastal road in 4.7 miles. The road ahead/west goes about 5 miles to meet the coastal road, 25.4 miles south of the San José fish camp.



The Punta Cono dirt highway, signed 'San José de las Palomas 52 kms.'



The failed *Escalera Nautica* at Santa Rosalillita.



Motel, market, and gasoline sales 'Jessy' in Santa Rosalillita.



Great fish dinner at Ramona's no-name café in Santa Rosalillita.

Km. 282/Km. 0 Bahía de los Angeles Junction (formerly Parador Punta Prieta). An abandoned Pemex gas station, cafeteria, showers, and an RV park, all on the right. Now, independent gasoline sellers are often parked here. A new Pemex station is advertised to be constructed just south, on the east side of the highway. **See the separate road log to Bahía de los Angeles and points beyond.** Gasoline from cans is also sold 8 miles south. Two Pemex stations are in Bahía de los Angeles, 40 miles east.

Km. 12.5+ Enter the village of Punta Prieta. Gasoline may be sold from cans at a market on the west side of the highway.

Km. 13.5 Punta Prieta a small town with a gold mining history. A restaurant is ahead, on the left (east).

Km. 24.5 La Bachata, an abandoned home with a unique triangle window, on the west side of the highway. The highway turns inland and climbs a steep grade. At the top, the first view of the Pacific Ocean may be seen.

Km. 38.5 Paved road west to Santa Rosalillita, 9 miles. This road goes directly to the failed Santa Rosalillita *Escalera Nautica* harbor project, just past the town. Yachts were to be lifted out of the harbor and transported by truck to Bahía de los Angeles providing a 'short-cut' to the Sea of Cortez for pleasure craft. The project was abandoned. The direct road into the town of Santa Rosalillita forks left off the pavement at Mile 8.7, 0.9 mile west of the Punta Cono dirt highway. In town are a couple of little stores. The one signed 'Jessy' sells gasoline (for emergency needs) and has a small motel. The only restaurant in town is the unsigned yellow house facing the basketball court with a pagoda of tires painted white in front. The restaurant owner's name is Ramona. A rough dirt road follows the coast south from Santa Rosalillita before turning east to return to Highway 1 at Km. 62.5.



Signs point out the road to San Borja, 21 miles from Highway 1. Another road to the mission is from the Bahía de los Angeles highway. Both roads are best driven in a truck or SUV.



The road to San Borja from Nuevo Rosarito.



The mission was founded in 1762 and this stone church was completed in 1801. It is the furthest north stone mission church in Baja California.

Km. 52 Rosarito (Nuevo Rosarito), another small town with a pair of popular restaurants. Mauricio's Restaurant is on the east, and just south of town, La Cienega. The **Mission San Borja** road junction is on the south side of the dip. It soon meets the other road to the mission coming from Km. 52.5. **See side road description, below.** A motel named Hotel Cactus is next door to Mauricio's Restaurant.

Highway 1 curves to the west. Several kilometer markers were missing south of here, in 2017.

Km. 52.5 Another road junction for San Borja. A dirt road goes 21 miles to San Borja, truck or SUV recommended:

Rancho San Ignacito is 15 miles from Rosarito and was a mission visita of San Borja.

17.8 miles from Rosarito is a fork right to an 'eco-resort' at Rancho San Gregorio <https://www.elcantodelatierra.org.mx/>. At Mile 20.3 is a fork: Left to continue north to Bahía de los Angeles. Right to reach **Mission San Francisco Borja de Adac** at Mile 21.2.

Here, in the full view of the northernmost stone mission church on the peninsula, José and Analisia Gerardo welcome visitors and provide palapa camping with flush toilets and hot showers for 150 pesos per person. They, or their adult children, can provide you with a tour inside the mission or to the hot spring that was the source of water for crops and over 1,000 mission converts. Muleback trips into the surrounding region to see rock art, old mines, and other sites can be arranged. Email their son Genaro Gerardo to get details. jenaro182008@hotmail.com

The road continues north from the mission to meet the Bahía de los Angeles highway in 22 miles.



Campo Esmeralda sign: "Cabin Camping."



Cabin (palapa) at Campo Esmeralda.



Beach at Campo Esmeralda.



Oasis just east of El Tomatal.



Rocky coast near El Tomatal.

Km. 54.5 Restaurant La Cienega.

Km. 62.5 Road west for Punta Rosarito. In 7 miles is the side road to the point. Santa Rosalillita is 18 miles, going north. This is the southern end of a two-hundred-mile unpaved route that runs along the Pacific Coast, an area known to surfers as 'The Seven Sisters'. **See separate road log.**

Km. 69 El Tomatal junction and military checkpoint (looking for illegal drugs, guns, and ammo). Often tourists are only asked where they are coming from and where they are going and sent on their way. Sometimes you are asked to exit the car, so they can do a search and you may be asked to provide identification.

To go to the coast, first stop for the inspection. Inform the soldier you are going to the beach ('la playa') then back up or circle around to the road west, just north of the inspection stop.

1.0 mile in is a fork. Campo Esmeralda is to the right, El Tomatal left. Esmeralda has some camping 'cabins' and a bathroom building, it is 3.1 miles from Hwy. 1, on the right branch.

Continuing west toward El Tomatal:

2.4 mi from Hwy. 1 is a crossroad. Sign for Esmeralda (right). Continue west. At 2.9 miles, and after passing a small oasis of date palms, is a rocky beach. Tire tracks turn south. At 3.2 miles is the fish camp and abandoned homes of El Tomatal.

Back at the crossroad (Mile 2.4), turning south follows the coast. In 2 miles is the first of several roads back east. The first one goes 2 miles back to Hwy. 1, near Km. 73. The coast west of here was known as Miller's Landing. Once the place where onyx from El Marmolito, some 10 miles inland, was loaded onto ships.



Tortas La Casita in Villa Jesus María, Km. 95+.



Camping palapas at Laguna Manuela.



View of Laguna Manuela, near the lighthouse.



Large sea arch, note people in the arch, for scale.



'Variety Beach' runs far to the north.

Km. 95+ Town of **Villa Jesus María** (mislabelled on highway sign as 'Valle Jesus María'). On the left is a Pemex gas station. Taqueria Kassandra (tacos) and the late Carmelita's (famous tamales) are located on each side of the Pemex station. A seafood restaurant (Mariscos Paulina) is across the highway. Another restaurant near the Pemex station is operated by Carmelita's sister, Lupita, and called Tortas La Casita. It has a big menu, and ice for sale.

Km. 95.5 Hotel Villa del Mar (has 3 rooms).

Km. 96 Paved road west to access Laguna Manuela and Variety Beach. Distances in miles:

0.8 Turn left off pavement onto wide graded road. Pavement straight goes 1.7 miles to a farming center, Ejido Morelos.

4.9 Road to the right is a deep sand route to a beach stretching many miles to the north. Surf fishing has been excellent here in past years. Known as 'Variety Beach' for the wide selection of surf fish caught (croaker, calico bass, halibut, white seabass, etc.). The road on ahead can be driven over the Morro Santo Domingo hill to the beach, and back to this point.

6.7 Laguna Manuela, at the edge of a big beach. This road log continues up the hill with great viewpoints. 4WD only beyond here. A lighthouse is passed in a mile.

8.2 Fork, left goes 0.3 mile to a spectacular sea arch beach. Right fork is the road north.

10.8 Drop down the hill and meet with a road parallel to Variety Beach. A camp spot is at the end of road to the left (south), 0.3 mile. Turn right going north.

11.2 Junction. Turn right (east) onto a road leaving the beach and soon go over deep sand to return to Highway 1 at Villa Jesus María.



Sand dunes, Km. 121.5.



Peninsular Pronghorn Reserve, Km. 123.



**Eagle monument/State border/Paralelo 28°
A military camp is located here.**

13.1 Junction with the Laguna Manuela graded road, 4.9 miles from Hwy. 1.

Km. 121.5 Road west 0.5 mile to sand dunes.

Km. 123 Road east to the pronghorn reserve and breeding facility, 1.6 miles in. Visitors welcome during the times posted. An unlocked gate before reaching the facility may need to be opened.

Km. 124.5 Paved road right to the airport serving Guerrero Negro, 0.5 mile. Beyond, this road is unpaved and continues to the west side of Guerrero Negro.

Ahead, Highway 1 splits into a full traffic circle around the 140-ft. tall stylized eagle monument. It was built in 1973 on the 28° parallel separating the state of Baja California to the north from Baja California Sur (a territory at the time which achieved statehood the following year). The Pemex gas station is on the left fork and the hotel Halfway Inn is on the right.

Km. 127/Km. 220 Paralelo 28°, Baja California Sur Border, and the eagle monument. In Baja California Sur, the kilometer markers go from south to north. The first Km. 0 marker going south is Santa Rosalía, 220 kilometers from the state border. Baja California Sur is in the Mountain Time Zone, an hour later most of the year.

Km. 219 Agricultural Inspection and Spray Station. Produce may be prohibited past this point. 20-peso fee is collected to drive over the spray strip. An INM (immigration) checkpoint has also operated here in the past. You may be requested to show your FMM Tourist Card.

Km. 216.5 Intersection with road west entering the large town of **Guerrero Negro**. Hotels, restaurants, banks, Pemex gas stations, markets, are all found in Guerrero Negro.
https://www.bajabound.com/bajaadventures/bajatravel/guerrero_negro.php

See the Guerrero Negro to San Ignacio road log for travel details going south.

LOG 11: The Remote Pacific of Baja California “The Seven Sisters”



The road to Rancho Santa Catarina is excellent.



Road fork: Canoas left, Santa Catarina right.



Dropping to the Puerto Santa Catarina region.



Fossils and ammonites have been found near the bottom of the grade over many years.

0.0 (Miles) at Highway 1, at Km. 132+. Distances are in miles on unpaved roads. Use your trip odometer to find junctions. Here begins a potential 200 miles of off-highway driving. No services nor gasoline available until Santa Rosalillita. This region being so remote from the highway, it is best to have four-wheel-drive and a companion vehicle. The drive can give an appreciation of how travel was prior to the completion of paved Highway 1 in 1973. Four access (or escape) roads run between Highway 1 and the coast. One should have enough fuel to reach Villa Jesus María or another reliable fuel supply. The road is well-graded with very few erosion problems all the way to Puerto Santa Catarina.

7.0 A road in from the left was the original route on which onyx blocks were transported from El Mármol to Santa Catarina Landing (now Puerto Santa Catarina). To the north, it meets Highway 1 at Km. 143.5+.

18.4 Santa Catarina, a tiny ranching community.

20.3 Major fork. Puerto Santa Catarina right/ Puerto Canoas and on south, left.

On the right branch, the road soon stays along a ridge with grand views of the Pacific before dropping steeply to the valley below. At the bottom is an impressive farm entrance gate, at Mile 11.2 from the fork. In this area, fossilized sea life that resemble snails called *ammonites* have been found in great quantity. Mile 16.7 (37 miles from Hwy. 1) is Puerto Santa Catarina with many blocks of El Mármol onyx in the tide zone. A cut-across road goes from the fish camp east, in the arroyo, and then south to meet with the graded road to Puerto Canoas in 10 miles, at Mile 33.9 (below).



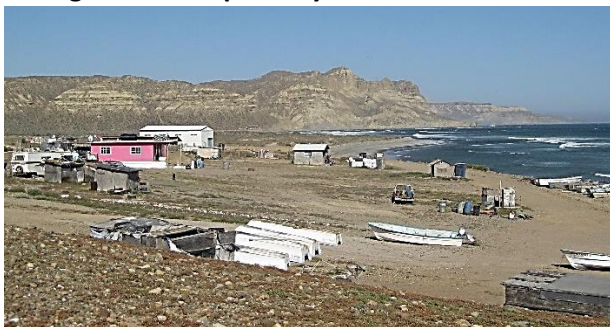
Puerto Santa Catarina fish camp.



Onyx blocks from El Mármol in the tide pools.



Well-graded road partway to Puerto Canoas.



Puerto Canoas fish camp.

Going left at Mile 20.3: The Puerto Canoas road is good except for the final 5 miles where some rain damage had yet to be repaired or graded. A section of silt (fine dust) was also encountered.

24.7 Mina La Fortuna entrance gate. Copper and gold mining is common in this region.

29.2 Road left to the Julius Caesar Mine.

33.9 Road to right is from Puerto Santa Catarina, 10 miles.

38.7 Fork, go left. Right fork goes to the top of the mesa high above Punta Canoas.

43.9 A graded road merges in from the left. This is the road on south. **See next road log section.**

44.4 Puerto Canoas fish camp. Very much like Puerto Santa Catarina, with no advertised services for visitors.

The road that merged at Mile 43.9 can be used by four-wheel-drive and off-road vehicles wishing to continue south along the coast 25 miles to San José fish camp.

Reset odometer to zero at Puerto Canoas.

0.0 Miles Puerto Canoas. Drive away from the ocean.

0.5 Take the graded road (straight ahead/right fork). This fork is Mile 43.9 from above.

1.3 Come to a crossroad. Straight ahead (east) are a windmill and cattle water trough. Turn sharp right (south). A sign is here indicating 'Lazaro' and 'Los Morros', to the south.

2.0 Important fork. The road grader has scraped the right (south) branch, and this is the route closest to the coast. The left (inland) road was previously the primary road south, going 16 miles to meet the Cataviña-Faro San José graded road, 26 mi from Hwy. 1 (Km. 168). It is no longer used, requires 4WD, and probably best to avoid. The log continues with the right branch (coastal road). The grading was washed out by the rains of early 2017.



Sign for the road south, at Mile 1.3 from Canoas.



Acantilado los Candeleros ("Cliff Candlestick").



Miles and miles of empty coastline.



Beach and lagoon at San José fish camp. The road south is along the left side of the lagoon.

3.7 Road right 0.3 mi to a rocky beach with an impressive cliff, Acantilado los Candeleros ("Cliff Candlestick"). See photo.

7.2 & 7.4 Driveways to Rancho Lazaro, in Arroyo Lazaro.

11.5 Los Morros, a home surrounded by a white picket fence.

12.5 Steep grade up. 4WD recommended here and for the next 8 miles south.

18.2 Steep grade up.

19.5 Big grade down.

20.2 Big grade down.

24.6 Junction with the Cataviña/Faro San José graded road. Go right for the coast. The road to the left goes 19.4 miles where it meets the inland, abandoned road, from Mile 2.0 (above). From there it continues 26 additional miles to Highway 1 at Km. 168, (46 miles from the fish camp, San José).

25.5 Road left is the road to continue south to Bahía Córbin and beyond, bypassing the fish camp of San José.

25.6 Take the road left, over the hill, into the fish camp of San José. *Faro San José* or *San José de la Piedra* are how signs and maps label it. A road to the right (north) here goes 0.3 mile to a rocky beach. The road straight ahead goes to the beach just west of the San José fish camp.

25.7 San José fish camp, no advertised services. Just beyond the homes, this road ends at the beach in 0.1 mile. A small island is offshore.

Reset odometer to zero at the fish camp to continue with the road log going south.



Bahía Córbin (Playa el Cuchillo).



A huge beach with small sand dunes.



Sand dollars and many other shells at low tide.



Odd and bizarre are the cirios (boojum trees).

0.0 Miles San José fish camp. Take the road in the valley heading away from the coast. This is on the north side of the lagoon.

0.1 Road left comes from Mile 25.5 (above) and is the road north, avoiding the fish camp.

1.8 Road fork, stay right to continue south along the coast. Left fork goes to Rancho San José (9 miles) and on to Highway 1 in 40 additional miles.

5.6 Fork. Bahía Córbin is 0.8 mile to the right.

Bahía Córbin has a wide sandy beach and small sand dunes. An abandoned fish camp is here and the name 'Playa El Cuchillo' is painted on a storage container.

5.9 A road left, going inland, to the Rancho San José road (see above). Continue south.

11.1 Top of a grade.

13.3 Road right to a house on the beach at Punta Vibora.

13.8 & 14.0 Junction with a road to Laguna Chapala on Hwy. 1, at Km. 235.

15.5 T-junction, turn right, toward the coast.

16.0 Road goes right, onto a salt flat. If it is wet, take left fork around edge of the *salina* (salt flat).

18.1 Road to the right leads to a beach in 0.2 mile and a lighthouse is just beyond. 'Punta Baja Bob' is shown on some maps.

20.8 Road right goes to Bahía Blanco fish camp, 0.2 mi. The road on south crosses a salt flat.

25.4 Turn right (south), following the coast, 4WD conditions possible on this next section of road.

The road ahead (going east) follows Arroyo el Sauz, passes a second road going south in 5 miles. Continuing east, it passes Rancho La Miseria (off to the left) after two cattle control gates. This challenging road goes about 35 miles from the coast to Highway 1 (at either Km. 252 or Km. 270.5) and includes a steep grade up (4WD only).



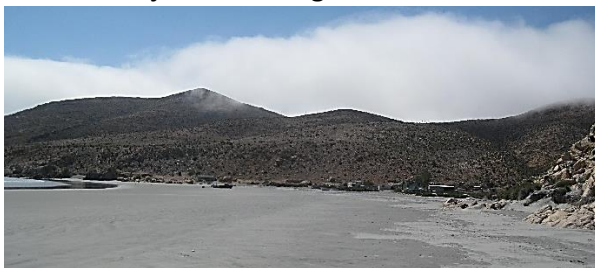
With its many points, the Seven Sisters coast is popular with surfers who have the right vehicle.



El Cardón beach at Punta Diablo.



An excellent 31-mile dirt road south, begins at the Punta Cono junction and goes to Santa Rosalillita.



A wide sand beach at El Marrón. The point beyond is shown as Punta Prieta or Punta Negra on maps.

27.8 Road is next to a beach here but soon heads east, back inland. Prepare to encounter patches of silt (fine dust).

33.9 Junction. Left (north) goes 4.7 miles to meet the road from Mile 25.4 (above). Turn right (south).

38.9 Punta Cono road (right), 3.6 miles. An abandoned fish camp. The road south from here is now a well-graded, unpaved 'highway' all the way to Santa Rosalillita, 31 miles.

Reset odometer to zero to continue south.

0.0 Miles Punta Cono road.

3.2 Road west to Punta María, 2.5 miles. Another abandoned fishing camp on a large flat beach.

7.1 Road west, signed for El Cardón camping beach, 0.3 mile, is shown as Punta Diablo on some maps.

8.1 El Cardón, ranch on the east side of the road.

10.9 Road west to a beach by Punta Lobos with a sand dune field off to the south.

17.5 Road west to El Marrón fish camp, 1.7 miles.

27.2 Road right goes through a pass to Rancho San Andrés, 0.9 mile and to a fork in 1.4 miles. The right fork goes 1.5 miles to a beach 'Campo San Andrés'. The left fork goes 4.8 miles to Santa Rosalillita.

31.0 Paved road between Highway 1 (7.8 miles east) and Santa Rosalillita (0.9-mile west). A sign on the road north reads: San José de las Palomas.

The paved road west goes directly to the failed *Escalera Nautica* harbor project, located just beyond the small town of Santa Rosalillita.

See the San Quintín-Guerrero Negro road log for more information on Santa Rosalillita.

From town, a poor dirt road parallels the coast south. In 11 miles is a side road west to Punta Rosarito. In 15 miles, the road leaves the coast to head inland. At 18 miles from Santa Rosalillita, the road reaches Highway 1 at Km. 62.5.

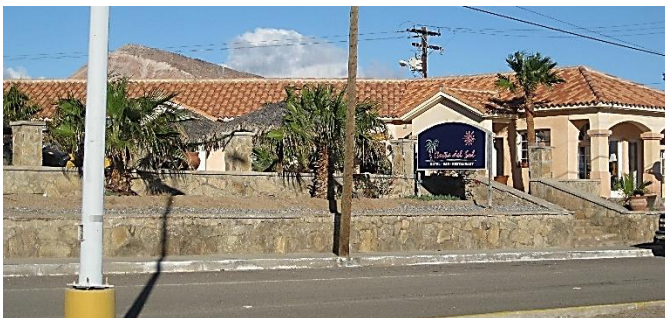
LOG 12: Highway 1 to Bahía de los Angeles, La Gringa, and Punta San Francisquito



Km. 66 Bahía de los Angeles Sailboat Monument.



Hotel Las Hamacas.



Hotel Costa del Sol.



Hotel Villa Vita.

Highway 1 Junction to Bahía de los Angeles, 40 miles

Km. 0 Bahía de los Angeles highway heads east from Highway 1, and it also is named Highway 1 (however, some Internet maps show it as Highway 12).

Km. 11.5 Road north to El Desengaño, 3.7 miles (keep left at forks in 2.7 and 3.4 miles), an abandoned gold mine and town from the 1930s. Dangerous open shafts require a careful eye when walking about. A right turn at Mile 3.4 is the access to the Tinaja de Yubay trail (4WD only). Yubay was the historic waterhole serving all early, pre-automobile travelers. Go approx. 2.8 miles (from Mile 3.4) to a road to the right and take it 2.6 more miles to a sandy arroyo and park. The trail (a branch of El Camino Real) to Yubay is directly across the arroyo from the road. It goes over a low divide and enters the canyon containing the tinaja (waterhole) of Yubay. It is a $\frac{3}{4}$ mile hike to the tinaja. There are other ponds below Yubay if it has been a wet season. The correct tinaja has a fig tree growing from the rock wall, next to the pond. In a dry year, the water will be under the sand (then called a 'coyote well' as coyotes [and people] often will dig for the water). Petroglyphs and mining tools can be seen in the area.

Km. 18 Road north 3 miles to Lux de Mexico, an old gold mine. Danger: deep open shafts!

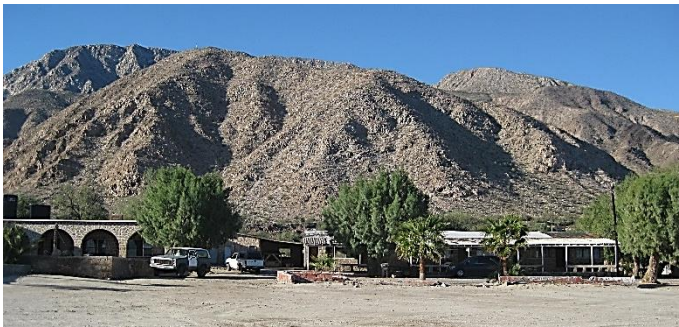
Km. 38 Road to the north skirts around and crosses part of Laguna Agua Amarga dry lakebed and goes north through a pass 13.5 mile to a junction: right goes 9.8 miles to sandy Bahía Guadalupe (also called Bahía Remedios). Left goes 19.6 miles to the coast near Punta Candelero. Rocky beach, lots of driftwood.

Km. 45 Road in from the right (south) leads to Mission San Borja, 22 miles. The access road to the Montevideo pictograph site is 2 miles south and then 6 miles east (4WD only). **Additional San Borja mission and road details in the San Quintín to Guerrero Negro road log.** See:

https://www.bajaabound.com/bajaadventures/bajatravel/montevideo_rock_art.php and



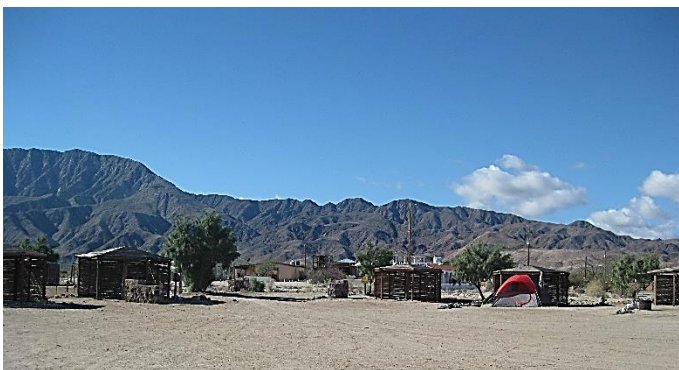
Town plaza and Las Flores/San Juan mine railroad display.



Casa Diaz motel.



Campo Archelon (Mile 1.3, La Gringa road).



Camp Daggett's (Mile 1.6, La Gringa road).

https://www.bajabound.com/bajaadventures/bajat.ravel/mission_san_borja.php

Soon, a most pleasing view of the Gulf of California (Sea of Cortez) and the many islands offshore of Bahía de los Angeles (L.A. Bay) can be seen. The road soon enters the town of **Bahía de los Angeles**.

Km. 65 Hotel Los Corales on the left, and a Pemex gasoline station on the right. A second, self-serve Pemex is just ahead on the left.

Km. 66 Traffic circle and sailboat monument.

Straight across from the traffic circle the now divided street passes many stores, restaurants, taco stands, and motels. A list of these places includes:

Taqueria La Carreta an excellent taco stand operated by China (pronounced "Chee-nah").

Las Hamacas Restaurant.

Hotel Las Hamacas.

Hotel Costa del Sol. costadelsolhotel@hotmail.com

Hotel Villa Vita. <http://siscot.wixsite.com/villavitta>

Next, to the right one block is the police station and the excellent museum.

Continuing south, on the paved street, is the plaza and the Las Flores train engine display.

Next, a block to the left (east), is Guillermo's Hotel and Restaurant, on the beach.

At the sharp (right/west) turn in the main street, straight ahead and slightly to the left, is the entrance to Casa Diaz, a motel and store. In fact, Casa Diaz was the original Bahía de los Angeles resort, operating here since 1951.

The paved road turns sharp right (west) and goes a short distance to the Xitlali market (on the right) and a tire shop (on the left). The cross street, just after these two businesses, is where the road to the south (unpaved) begins. **See road log below.**



Hotel Villa Bahía entrance sign (Mile 2.5).



La Ventana, camping palapas (Mile 2.9).



Hotel Los Vientos, fountain and pool area.



La Gringa bay side sand beach.

To the left (at the traffic circle/monument) is the paved road north, parallel to the bay shore, going almost to Punta La Gringa and passing additional hotels and campgrounds along the way. The pavement ends at Mile 5.8 and the dirt road continues 1.1 miles to the road junction at La Gringa.

La Gringa road log (distance in miles):

0.0 Traffic circle/sailboat monument. Road goes north and soon passes La Palapa Alejandrina, a popular restaurant, on the right.

0.7 Sharp right/east turn (straight goes to the airport).

1.2 Sharp left/north turn.

1.3 Campo Archelon, 0.4 mile. Palapa camping (\$8 or 100 pesos per person).

<http://www.archeloncamp.com.mx/>

<https://www.facebook.com/archeloncamping>

1.6 Camp Daggett's, 0.3 mile. Palapa camping (\$5 per person) and motel (\$60-\$100).

www.campdaggetts.info

rubendaggett@hotmail.com

2.5 Hotel Villa Bahía, 0.5 mile. Rooms with kitchens (\$60+). <http://villabahia.com/>

2.6 Sign pointing east to an art studio.

2.9 La Ventana, 0.4 mile. Palapa camping.

2.9 Hotel Los Vientos, 0.4 mile. Rooms \$70.

<https://www.facebook.com/losvientosbajaresort>

3.1 Navy Base of Operations 'Jupiter.'

3.8 Campo Amigos.

5.8 End of pavement at La Gringa property entrance. Ahead one mile on a dirt road is a sand beach on the right. See photo.



La Gringa bay side gravel beach.



Smith Island volcano from La Gringa, gulf side.



The southern shore of Bahía de los Angeles and Mike's Mountain in the distance.

6.9 La Gringa road junction:

To the right 0.5 mile is the gravel beach on the bayside of the point, popular with fishermen to launch their boats. Straight ahead 0.5 mile is the stone beach on the gulf side of the point with a view of Smith Island and the volcano. A left turn, away from the beach and up the arroyo goes to other rocky beaches, up to 2.1 miles distant, ending at the abandoned site of Campo Colorado, across from Smith Island (Isla Coronado).

A left turn, 1 mile up the arroyo road, is the way to an abandoned copper mine called El Toro. It is reached in six additional miles. The road was reported impassable to 4WD vehicles in 2017. A foot trail (from near the end of the road by a copper dig) continues eastward 1 mile to mine and town ruins. See:

<https://www.bajabound.com/bajaadventures/bajatravel/la-gringa-el-toro.php>

Bahía de los Angeles to Punta San Francisquito, 82 miles (132 km.). The road log is in miles (with the kilometer equivalent included).

Kilometer figures shown on posts along this road are inconsistent or missing. The first sixty kilometer posts are 0.5 kms. less than the road log figures, then become 1.5 kms. less for the remaining distance south.

0.0 Leave pavement southbound from Bahía de los Angeles at the tire business/ Xitlali Market. Pass the town cemetery and then pass some beach houses.

4.0 (6.4 km.) Camp Gecko entrance. Once a popular campground, now a private home compound.

4.5 (7.2 km.) Road ahead (left fork) goes to Rincon, a private home area on the far side of the bay. An access road to the beach is in 0.3 mile and goes 0.4 mile to the bay shore. Be aware of stingrays in the spring. Do the 'stingray shuffle' walking in the sea. Treat stings with hot water to neutralize the pain causing toxins. The main road south curves to the right and soon enters a forest of cardón cacti, the largest cactus species in the world.



The Las Flores jailhouse is just west of Mile 9.7.



Railroad bed at Las Flores.



Railroad bed near the terminal platform.



The terminal platform where the tram met the train.

9.7 (15.6 km.) Las Flores is a former gold and silver processing center. The jailhouse remains intact, 500 feet to the west (right) of the road. The train engine on display in the Bahía de los Angeles town plaza came from here. A graveyard is located about 1,000 feet to the northwest from the jailhouse. See: https://www.bajabound.com/bajaadventures/bajatravel/las_flores_ghost_town.php

12.0 (19.3 km.) Main road curves left. The railroad bed between Las Flores and the San Juan tramline is visible to the left (east) of the road, north of the curve.

An overgrown old road, 4WD only, continues straight ahead from here and is the access to the tramline terminal platform and canyon trail to the San Juan mine at the top of the mountain.

2.3 miles in from the graded road take the right fork (a motorcycle race route forks left). Road curves to the right. At Mile 2.4 the road crosses the downhill railroad bed to Las Flores (only visible to the right, past the vegetation). At Mile 2.5 the road crosses the uphill railroad bed (also not visible from the road). Park here and walk to the right to see the railroad's elevated bed curving to the terminal platform. Here, ore buckets from the cable tramline transferred the ore into the railroad cars. The road ahead becomes impassable in ½ mile. A hike to the canyon on the right will find debris from the cable tram system and is the trail route to the mountaintop mine and a second railroad, at San Juan. The Bahía de los Angeles museum has an excellent display of the tram buckets and railroad equipment.

The road to San Francisquito heads southeast.

22.1 (35.5 km.) The old Valle la Bocana ranch road heads south with access to Los Paredones, La Bocana (shown on some maps as San Pedro) and passes some of the largest cardón cactus trees in Baja California.



Baja California is an incredible experience with a camera.



South shore of Bahía las Animas.



Bahía San Rafael viewed from Pancho's.

26.0 (41.8 km.) Bahía las Animas road, left. This road (4WD recommended) goes 10.1 miles to the south shore of the bay and then passes a couple of attractive campsites. At 11.1 miles is a sand beach by a fishing camp (unoccupied). A road to the left here continues north, passing a mangrove lagoon, to a beach at 12.4 miles in.

At Mile 7.0 on the road to Las Animas, a faint road forks to the right and reaches the edge of a hill where ruins of a reservoir and dam are located. Just beyond is the trunk of a date palm tree (Mile 8.3), and a bit further ahead one may climb up to the “mystery walls,” theorized by historian and author Choral Pepper to be the remains of an aborted Jesuit mission named Santa María Magdalena from the mid-1700s. See: https://www.bajabound.com/bajaadventures/bajatravel/mystery_at_las_animas.php

43.1 (69.3 km.) Road left to a sand beach on Bahía San Rafael, no services. 0.1 mile.

45.1 (72.5 km.) Road left goes to San Rafael, 0.2. The former home of Pancho, a most hospitable individual who had lived here for over 25 years before passing away in May 2018. Camping on the sand beach below is available. There is one palapa. Commercial fishermen sometimes are based here.

56.3 (90.6 km.) Old ranch road via Valle la Bocana (from Mile 22.1 above), joins in from right-rear. GPS: N28° 26.057', W113° 10.444'.

Ahead is a steep, rough grade to the top of the mountain. This is followed by some excellent, smooth roads, except for a couple of washouts with detours.

68.2 (109.7 km.) Crossroad. To the right is the older road to El Arco. Ahead is a rough shortcut to the newer road. Turn left, staying on the main road for either El Arco or Punta San Francisquito.



Signs at Mile 69.6.



Excellent condition road to San Francisquito.



Attractive beach located north of Mile 75.6.



Beach table at Punta San Francisquito Resort.

69.6 (112 km.) Join with newer road from El Arco, in from right. Continue ahead (east) for Punta San Francisquito. Turn right (southwest) here for Rancho El Progreso, Rancho Piedra Blanca, El Arco, and Highway 1. **See Guerrero Negro to San Ignacio road log for details.**

69.9 (112.5 km.) Road right (south) to Rancho Escondido 0.7 mi. and on to El Barril (8.8 miles), a village on the gulf coast; gasoline may be available. Rancho Escondido was a guest ranch serving off-roaders with cabins, food, and fuel. It appeared abandoned or at least closed in 2017.

<https://www.facebook.com/ranchoescondidobcs> .

75.6 (121.6 km.) Crossroad. To the south is an old road to El Barril. To the north is a more traveled road to the south shoreline of Bahía San Rafael.

Taking the north road, in 4.7 miles is a fork.

Going left at Mile 4.7, the road passes petrified sand dollars exposed by road construction. The beach is near, 0.9 mile from the fork (note tracks to right), then the road curves back inland to a washout in 1.6 more miles from the fork. This road originally was built to reach a mine at the top of the hill.

Taking the right fork at Mile 4.7, the road passes piles of oyster shells and reaches another fork in 0.4 mile. To the left, the beach is in 0.4 mile. To the right, the beach is 1.7 miles away. No services.

79.7 (128.2 km.) Road right to the Punta San Francisquito Resort, 0.8 mile (a second road to the resort is located 1.3 miles ahead). The resort, with its airstrip, was a popular fly-in fishing get-away for pilots and off-roaders. A change in management, drop in business, and damage from a strong earthquake in 2012, have changed this resort into a rustic place. Food is served in the cantina, and the cabin rents for \$20 per person. The shower/toilet room was in poor condition in 2017. Recent reports indicate improvements are under way.



Rustic accommodations at Punta San Francisquito Resort.



Pier at Beto's Puerto San Francisquito.



Beach at Puerto San Francisquito.



Cabana accommodations at Puerto San Francisquito.

81.0 (130.3 km.) Entrance to Puerto San Francisquito, owned by 'Beto.' A gate on the road ahead is to keep out cattle, please close it behind you. The office is 0.3 mile to left, beyond the gate. Beach and accommodations are ahead 0.2 mile from the gate.

A cabana rents for \$40, and a house rents for \$100 (for 4 people). Campers have use of showers and toilets for \$10/person.

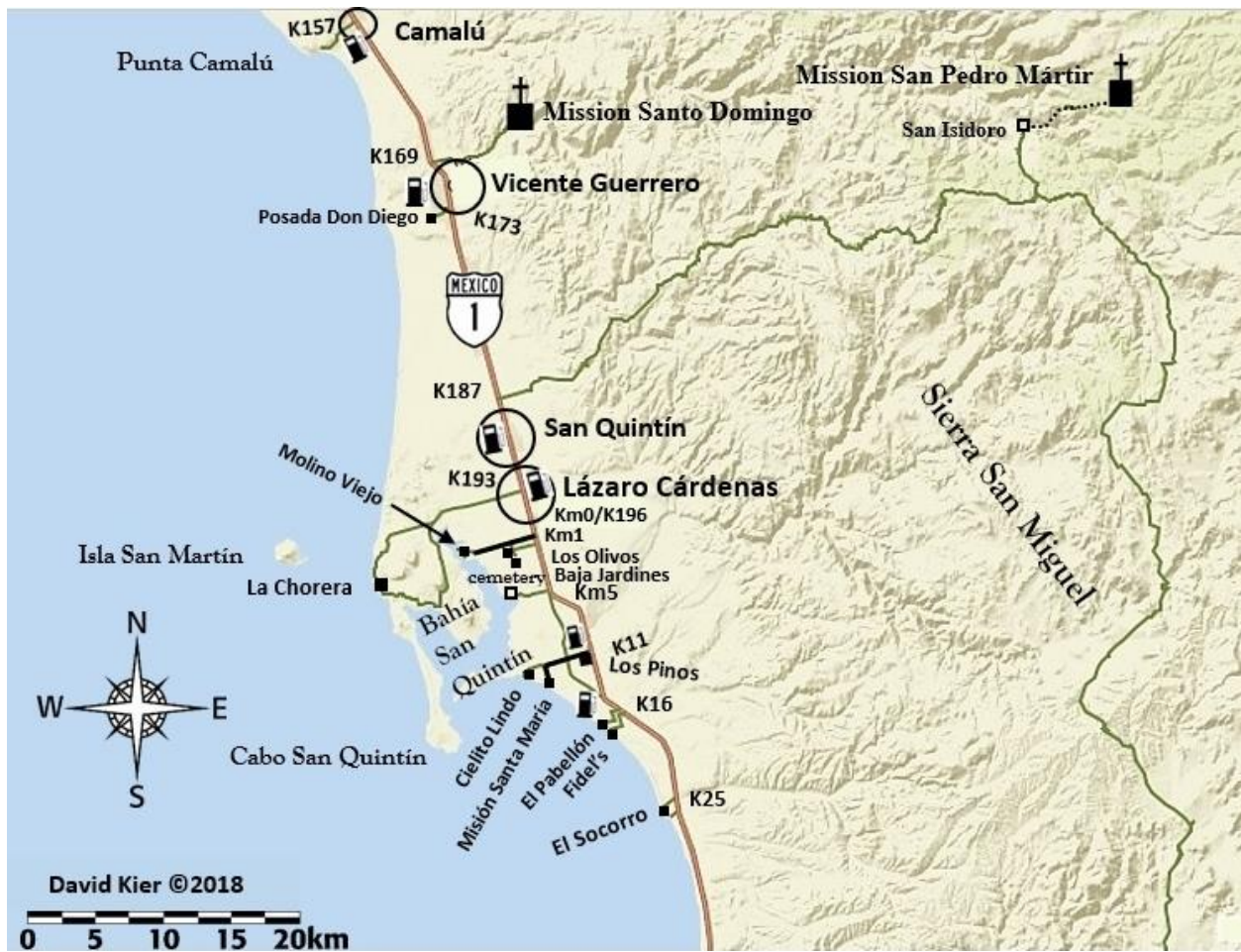
Web page: <http://www.puertofs.com/> Beto's email for reservations: aluwalfors@gmail.com.

The road to the right just before the gate goes to Punta San Francisquito Resort, 1.0 mile.

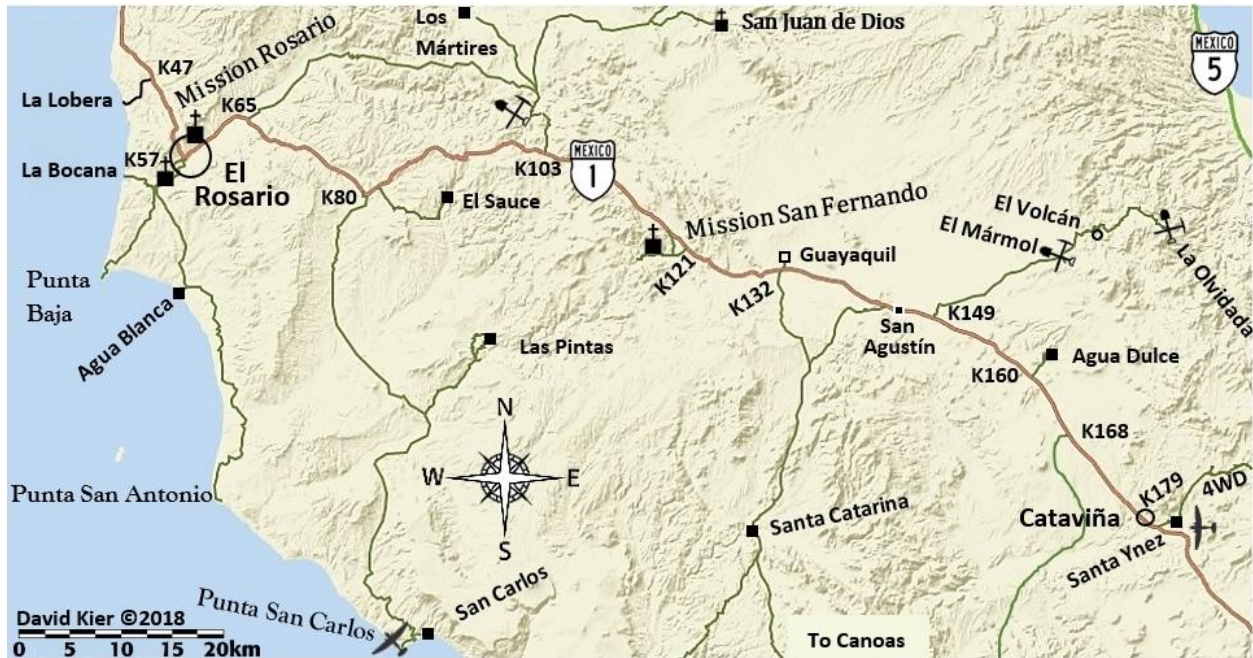
82.0 (132 km.) Punta San Francisquito Resort See the Mile 79.7 entry (above) for information.

This concludes the Bahía de los Angeles to Punta San Francisquito road log. For the Highway 1 to San Francisquito (via El Arco or Guillermo Prieto) road description, please refer to the Guerrero Negro to San Ignacio road log.

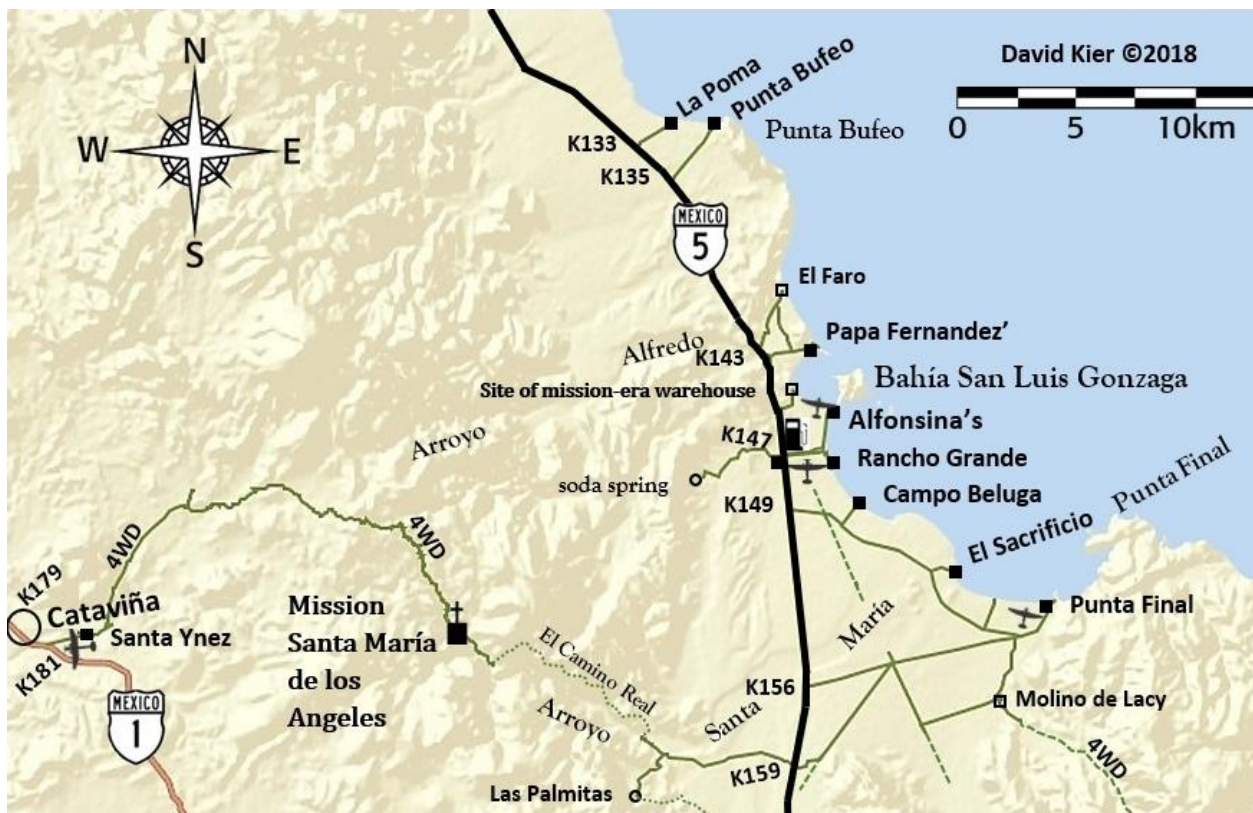
San Quintín Area



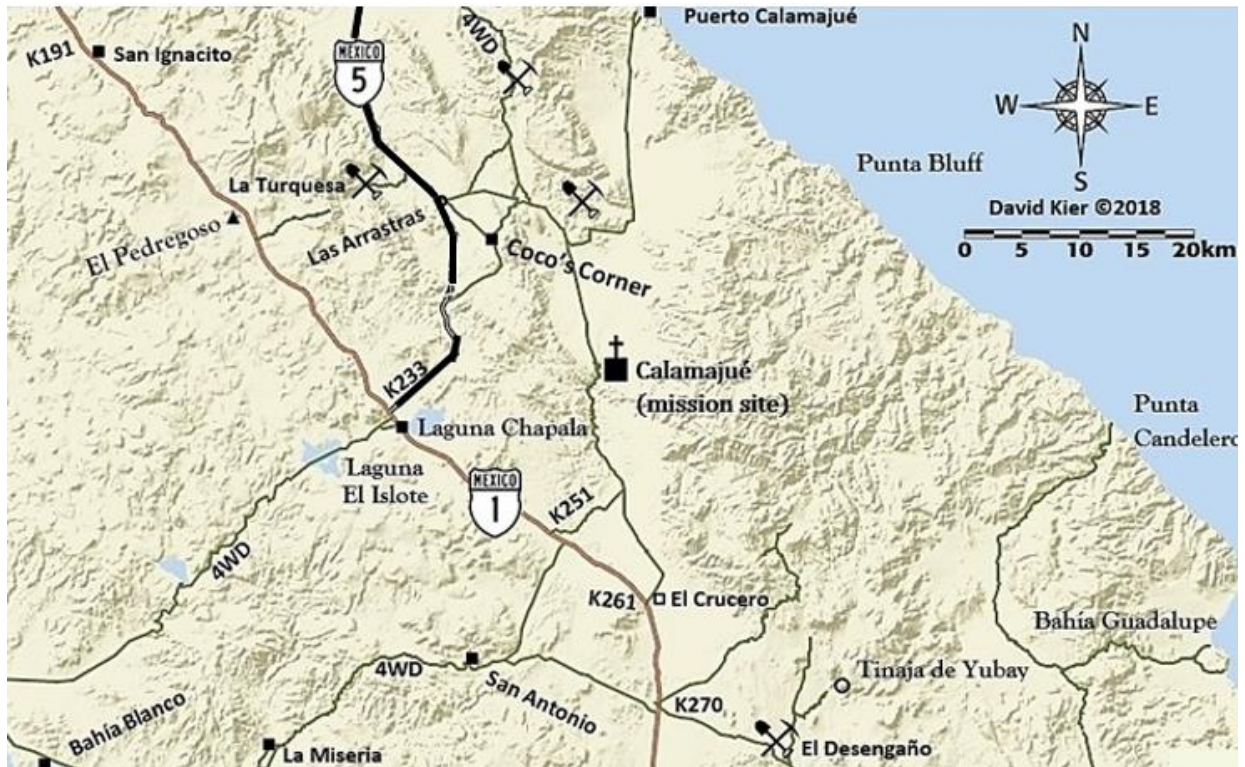
El Rosario-Cataviña Area



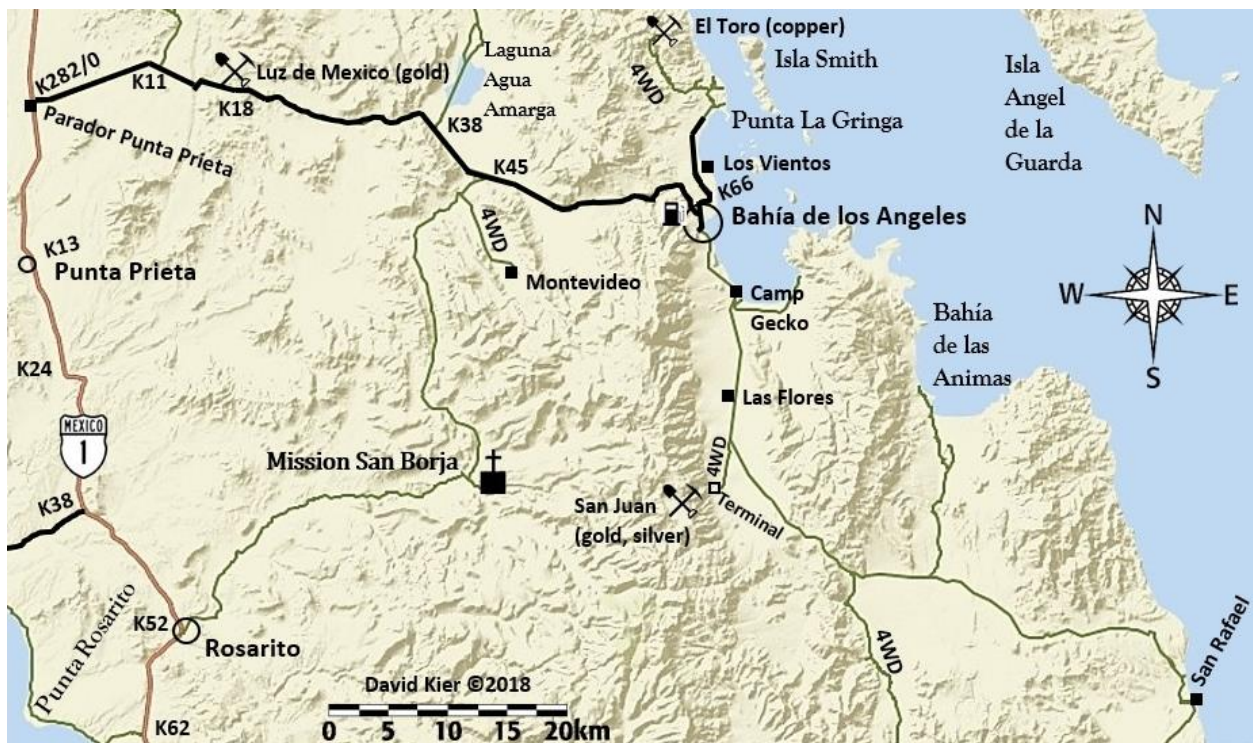
Mission Santa María Area



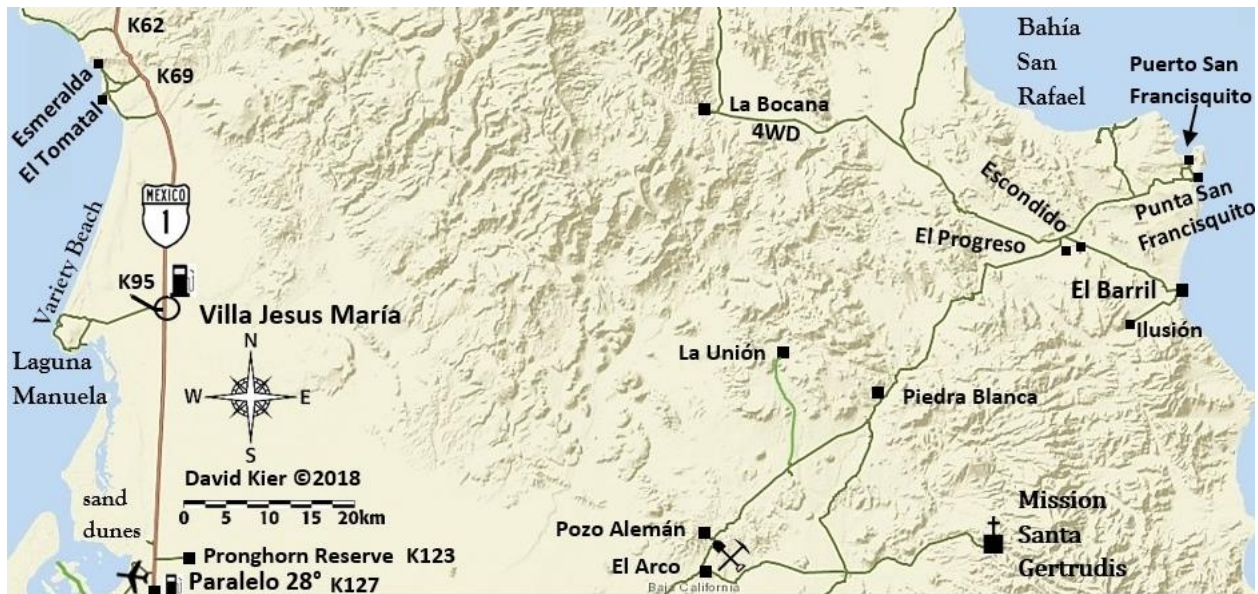
Laguna Chapala Area



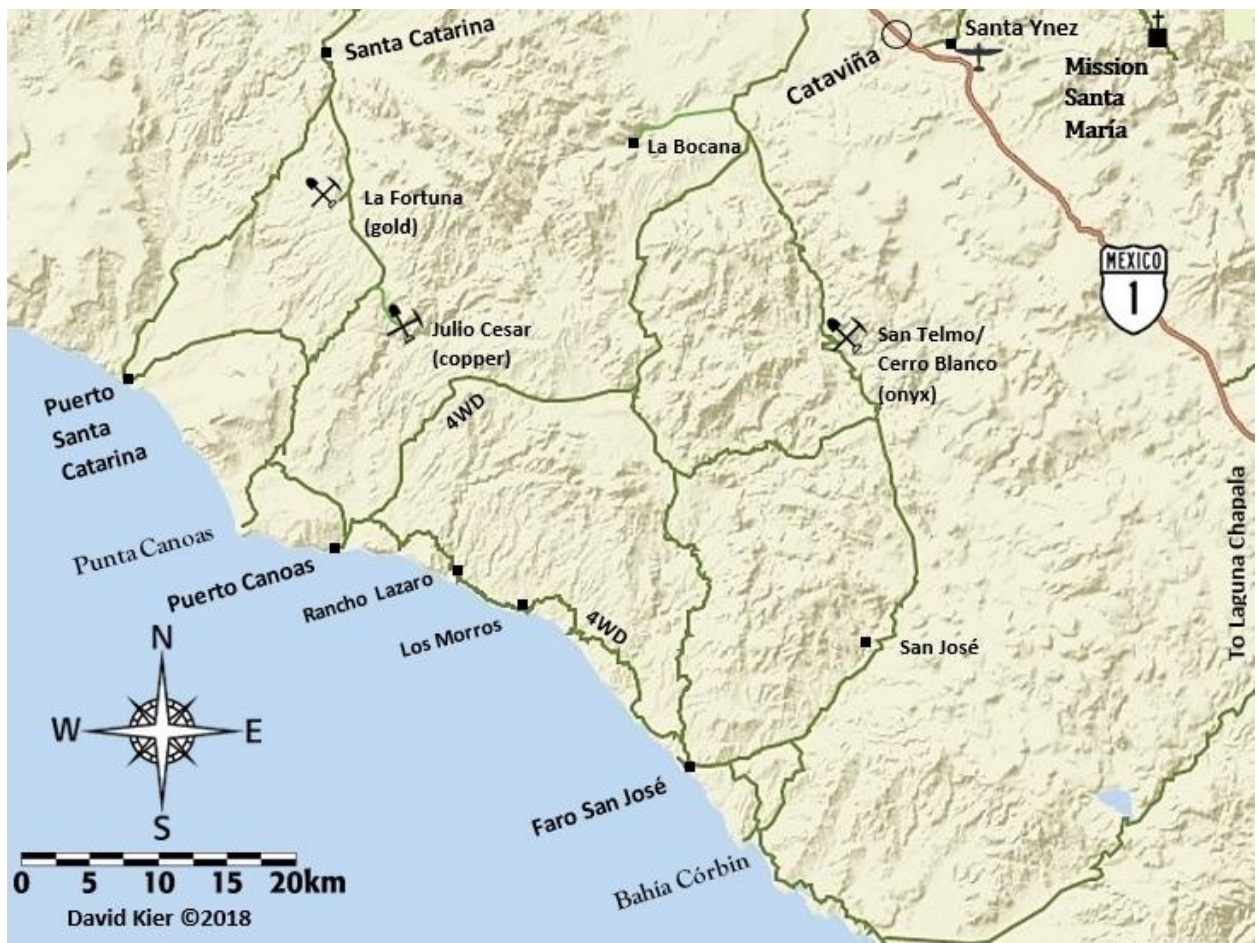
Bahía de los Angeles Area



Paralelo 28° (near Guerrero Negro)/ Punta San Francisquito Area



North Seven Sisters Area



South Seven Sisters Area

