

## CHAPTER 4

### TRAIL MANAGEMENT

Much of the trail management effort in Chugach State Park until recently has been directed to the management of trails that were inherited when the park was established; trails that had evolved through use. While much of this basic network will continue, there will be more of an emphasis in the future to provide better recreation opportunities and greater resource protection. This will be done by establishing new trails which direct use to areas which disperse activities, and by directing use to areas where it can be sustained without damage.

The use of trails in Chugach State Park is strongly influenced by topography and the regulations for the park. Patterns of use and types of uses encouraged in various portions of the park are the product of topography that is suitable for the activity, and regulations which promote resource protection and visitor safety.

#### Topography

Chugach State Park is a mountain park on a grand scale. Except for the relatively flat ice fields of Whiteout Glacier, Eagle Glacier and Eklutna Glacier, over 90% of the park is steep terrain (over 35% slope). This reduces the area suitable for most activities except mountain hiking or climbing to less than 10% of the park or 49,500 acres. When areas under 35% slope but subject to avalanche run-out or other hazards such as marshes, rocky zones or wind prone ridges are subtracted, one finds most of the use in Chugach State Park occurring on less than 40,000 acres, most of which occurs within the fifteen major valleys of the park. These valleys are:

1. Eklutna Valley;
2. Thunderbird Creek Valley;
3. Peters Creek Valley;
4. Little Peters Creek Valley;
5. Meadow Creek Valley;
6. Eagle River Valley;
7. South Fork Eagle River Valley;
8. Ship Creek Valley
9. North Fork of Campbell Creek Valley;
10. Middle Fork of Campbell Creek Valley;
11. South Fork of Campbell Creek Valley;
12. Rabbit Creek Valley;
13. Indian Creek Valley;
14. Bird Creek Valley;
15. Penguin Creek Valley.

Understanding this provides one with an insight as to why users of the park are frequently competing with each other to use the "best" areas. If we're looking at just 40,000 acres on which to provide snowmobiling, cross-country skiing, dog mushing and horseback riding winter activities for over 50,000 active potential users of the park, the management becomes a real challenge to provide users with satisfactory experiences.

The type of activity also has a marked effect on the apparent size of the suitable area. Motorized activities, because of their speed, reduce the apparent size of the area by the inverse of their speed. Thus 100 skiers in a square mile would experience no more crowding than 20 snowmobilers moving at five times their speed. Or, because of the 5X increase of speed over the skier, the motorized rider would perceive the area as one-fifth the size. The implications of this phenomenon are significant when dealing with limited areas but constantly increasing numbers of users.

### Regulations

Regulations are designed to protect park values and resources, to protect users from particularly severe hazards, and to provide for those activities which could not or would not occur successfully without a separation of uses.

For example, non-motorized recreation seldom occurs in areas open to motorized uses. The ALASKA RECREATION TRAIL PLAN states: "The response to our questionnaire on compatibility of use indicates that most trail users find mechanized and non-mechanized use of the same trail or area incompatible due to the impact of noise and exhaust fumes". (p. 81)

Management direction and signing is also needed to guide users away from particularly hazardous conditions such as known avalanche chutes following a heavy snowfall or wind-loading; or away from cliffs that have taken their human toll in the past, yet seem to invite use.

Park values and resources are also protected by regulation. Fragile alpine vegetation will be quickly lost if repeated motor vehicles or horses use an area. The Flattop area suffered motorized damage before the park was created that will take a hundred years to heal. Now, the foot traffic is so heavy that significant additional damage is occurring and reaching a crucial stage that only regulation of use can reverse.

### The Present Pattern

When one considers the combination of topography and regulation in Chugach State Park, interesting patterns of use emerge, or more significantly, may occur in the future.

### Winter Use

Of the 15 major valleys in the park, seven are open to snowmobile use. Eklutna Lake (the largest valley in the park), Peters Creek, Little Peters Creek, Eagle River, South Fork of Campbell Creek (the third largest valley), Bird Creek and Penguin Creek are open. Of the potential skiing valleys, Thunderbird Creek is virtually impassible currently, Meadow Creek has no legal access and is avalanche prone, South Fork Eagle River has virtually no access (steep, icy road), Ship Creek has only limited access due to military constraints, North Fork of Campbell Creek likewise, Rabbit Creek is difficult to access because of the steep road and private land, and Indian Creek access is very narrow and using it becomes increasingly tenuous as more houses are built. Of the remaining valleys, Eagle River seldom has enough snow for skiing, Peters Creek is allotted to skiers, but only after traveling six miles from the trailhead as is Bird Creek Valley. Looking at these areas

on a map provides a much clearer picture. The usable areas shown on the map are constrained by terrain (under 35% slope) and the regulations.

### Other Uses

Horse use is permitted in most of the park in summer, with only a few small areas excluded from use. The closed areas are Eklutna Lake Campground, Thunderbird Falls, Eagle River Visitor Center and Valley (open under special permit), Susitna View Picnic Area, Glen Alps Flattop trails, the Old Johnson Trail, McHugh Creek Picnic Area, Meadow Creek drainage and Bird Creek Campground. In winter, several additional trails are closed to allow for set ski trails, and most trails are closed during break-up when little trail use of any kind occurs.

As additional horse use occurs in the park, it will be necessary to carefully monitor use to prevent damage to trails in alpine areas and wet spots. Changes in regulations or trail routes may be necessary to prevent resource damage or annoyance of other users.

Three-wheel vehicles and dirt bikes are allowed in Eklutna Lake Valley following the road between campground "A" and the glacier on Sunday through Wednesday, and in Bird Creek Valley (old logging trails). In addition, four-wheel drive vehicles are permitted on Peter's Creek Road and Bird Creek Valley logging trails. This is the only legal off-road location in the park for four-wheel vehicles, primarily because it is the only location in which use can be confined to trails thus preventing excessive resource damage, particularly to alpine areas.

Bicycles (no motors) are allowed in campgrounds, on the Eklutna Lake Road, the gasline service road (trail) from Prospect Heights to Indian, and Bird Creek logging trails. This includes the so called "mountain bikes".

The wilderness zone of the park is closed to motorized and mechanized vehicles by definition of the wilderness concept. Present regulations for motorized and mechanized uses carefully observe this zoning concept.

The steeper portions of Chugach State Park, which is the other 90%, is available to hikers and mountaineers throughout the year. This is the true wilderness of the park, nearly all of it being within the spectacular alpine zone. It is here, more than anywhere else however, that weather and climate restrain outdoor activities far more than the sheltered, forested valleys of lower elevations. To most users, the mountains are the "scenery", the spectacular landscape that gives this park its special flavor and definition.

### Findings and Recommendations

In this sub-chapter there will be specific recommendations made for each trail and trailhead. This recommendation may include a new trailhead and trail, expansion of an existing one or deletion. A justification will accompany each recommendation, together with relevant comments from the Chugach Master Plan.

### Eklutna-Peters Creek Planning Unit

This 190,00 acre planning unit would feature 27 marked and maintained trails and routes (glacial and alpine traverses) totalling 165 miles. The majority of trail mileage would be in the alpine zone, above both brush and tree line. Most of these trails are also Class C trails, the lowest standard. Many of these trails were proposed to meet the expressed need for more access into major drainages for hunting, wildlife observation and backcountry camping. This unit contains four public cabins:

- 1) Pitchler's Perch at Eklutna Glacier
- 2) Whiteout Glacier
- 3) Eagle Glacier
- 4) Peters Creek ski cabin

Much of this unit is wilderness area and the lower standard of trails would retain that quality.

In this unit, careful route selection will be necessary to avoid heavy alder-covered slopes wherever possible. In most cases, this will mean selecting the south-facing slopes of a drainage where vegetation is much more open-growing and loses snow cover earlier in the summer.

### Eagle River Planning Unit

This 136,000 acre planning unit would feature 22 marked and maintained trails and routes (glacial and alpine traverses) totalling 119 miles. The majority of trail mileage would be in the alpine zone above the timber and brush line. Most of the trails are also Class "C" trails, the lowest standard. Many of these trails presently exist and would be merely upgraded and marked. Additional trails will be built primarily for wildlife observation, nature interpretation and canoe trail access. This unit contains one public cabin in Eagle River Valley upstream of the narrows. The upper valley and glacier area is in the wilderness zone. The lower standard trails there would help retain that quality.

As in the previous unit, careful route selection will be required to avoid as much brush clearing as possible, and to avoid particularly dangerous avalanche areas for winter trails. Trails should be maneuvered wherever necessary to avoid large trees. In most cases, the south-facing slope of the valley will be the best trail location because of the more widely spaced trees and brush, and earlier snow melt.

### Ship Creek Planning Unit

This 46,000 acre planning unit would feature 5 marked and maintained trails totalling 39 miles. Most of the trail mileage would be below the alpine zone, in open timber and shrubs. In many respects, this gentle and spacious valley is perhaps the most beautiful and appealing area in Chugach State Park, yet it has received little use because of limited access through Fort Richardson Military Reservation. The entire unit is classified as wilderness area except a small portion at the downhill ski area and trailhead. Only two trails presently serve the area - a biathlon trail and a main valley access

which has become badly damaged by horses where it crosses a series of springs and wet seeps. Important remedial efforts will be necessary to harden and relocate short portions of the horse trail. A new general purpose foot trail and ski trail will be located uphill to the east where parking can successfully accommodate vehicles without horse trailers. This trailhead will also serve Rendezvous Peak and other popular destinations along the ridge. Most trails in the unit will be Class "C" to lessen impacts, and the North Fork of Ship Creek route will not be marked or signed to maintain its present wilderness character.

### Hillside Planning Unit

This 29,000 acre planning unit would feature 40 marked and maintained trails totalling 86 miles. Approximately 26 miles of these are alpine zone routes above tree and brush line which require no clearing and little maintenance. Several will be marked, but not all. This leaves 60 miles of cleared, marked and maintained trails as recommended in the Chugach Master Plan.

Trail development in this unit will be more concentrated or intensive than in other planning units. There are several reasons for this. First, much of the western portion of the unit was heavily modified by homestead clearings and access roads, powerlines and gaslines. Secondly, the existing trail system, though quite extensive because it follows many of these old roads, is generally inadequate for many of the recreational activities that have a high potential in this unit because of inadequate linkages, too steep or sustained grades and aesthetic problems. Third, the gentle terrain and open forest conditions west of Campbell Creek are ideal for trail development, particularly cross country skiing. Fourth, the Chugach Master Plan has targeted most of the hillside sections for more intensive recreation development zones, as shown on the Park Zoning Map. Fifth, because the hillside sections are adjacent to urban Anchorage, they are highly accessible to many users, and this pressure can best be handled by providing a substantial number of loop trail experiences which will be designed to satisfy the 90% or so of users who want a satisfying trail experience for 2 or 3 hours. In this way, additional pressures can be deferred from sensitive back country areas and the wilderness zone.

In addition, the winter snowmobile route will be relocated to lessen penetration into closed areas and to reduce conflicts with skiers and winter equestrians.

Most of the trails in this unit will be Class A and B trails, with Class C trails into the wilderness zones and alpine areas to reduce adverse impacts.

Major revisions of the Glen Alps to Flattop trails will be required. Dozens of small trails have evolved in the last decade and many wander aimlessly over the fragile tundra. This plan recommends the establishment (after very detailed field investigation) of 3 or 4 loop trails that will include a route to Flattop Mountain and a representative sample of sub-alpine flower, berry and scrub forest environments. Other trails should be closed and comprehensive signing of the area will be required to confine users to the hardened trails. Barriers may be necessary in some instances. The situation in this area is

critical, and another decade without intensive management could mean the loss of most of the attractive flowering and berry plants that make this area so appealing.

### Turnagain Arm Planning Unit

This 94,000 acre planning unit (of which 13,000 acres is tidelands and waters of Turnagain Arm) would feature 20 marked and maintained trails totalling 128 miles. About a third of the trail mileage would be in the alpine zone. Most of these are existing trails that would be upgraded or recleared after years of not being maintained. Several important new trails such as a loop trail at McHugh Creek and a tie into the Hillside Trails from there, as well as the California Creek trail providing access into the eastern park from Girdwood Valley, are also planned. An especially significant new addition is the continuation of the Old Johnson Trail from Bird Creek bikeway to Girdwood Valley following the north side of Seward Highway. Parts of the old trail can still be found east of Bird Hill. Parts of this trail are seasonally avalanche prone but would provide an excellent summer trail.

The selection of south facing slopes for trail location is especially important in this planning unit because these slopes are much more open and inviting for use. North-facing slopes generally feature dense Sitka spruce forests or alder brush, and heavy accumulation of late-melting snow pack.

The eastern part of this planning unit is mostly wilderness area and trails will be Class C to lessen impacts on wilderness values, and to restrict access into Bird Creek, Penquin Creek and Camp Creek valleys. Should closures ever become necessary in some of these drainages to protect park resources, a five year period without maintenance will generally close the trail because of heavy alder growth.

### Trail Inventory

The following is an inventory of existing and proposed trails. Trail projects that are recommended in the Chugach State Park Master Plan and this plan are denoted by "\*" under Trail Name.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
PLANNING UNIT #1						
Hunter Creek	101	C	Knik River Road to park boundary, thence up Hunter Creek. Follow section line easement to park.	Access to northeast corner of park. Sheep hunters use area but access is very difficult because of private land. First two miles to park boundary are timber and brush. Remaining six miles are alpine traverse to Bold Peak.	8 mi 2 mi new	New 10-15 car trailhead at section line 25/30 on Knik River Road ½ mile west of Hunter Creek.
Goat Creek Trail	103	C	Old Palmer Highway up Goat Creek drainage following north side of creek to stay out of heavy brush.	Access to Goat Creek drainage and high country beyond. No good access there yet. Would provide alternate less steep access to Pioneer Peak. Trail should be cleared through alder and devils club to timberline for about 3 miles. Upper valley lies beyond park but is very beautiful.	7 mi 3 mi new	New 10-15 car trailhead on Old Palmer Highway 6 miles east of Glenn Highway junction in old gravel pit on south side of highway.
Eklutna Lake to Hunter Creek and Goat Creek Traverse	104	C	Eklutna Lake Road 5 miles east of campground "A" to Hunter Creek Trail at park boundary (4 miles from Hunter Creek Trailhead).	Access for wildlife viewing, sheep hunting, and mountain hiking. Would provide access to alpine terrain in northeast corner of park. Brush and clear 1½ miles trail from Eklutna Lake Road and 2 miles trail from Hunter Creek Trail. Follow north side of drainage to avoid brush.	9 mi 3½ mi new	New 10-15 car trailhead on Eklutna Lake Road 2½ miles east of campground "A"

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Bold Peak Trail*	105	B & C	Eklutna Lake Road to Bald Peak Ridge and then to Hunter Creek Trail.	Present trail is used to access Bold Ridge from Eklutna Lake. The first 3 miles should be improved to alpine zone. New construction of one mile through brush to Hunter Creek Trail. Will provide access to alpine zone from Hunter Creek and spectacular hiking scenery.	5 mi 3 mi new	New 10-15 car trailhead on Eklutna Lake Road 5 miles east of campground "A".
Twin Peaks Loop Trail*	106	B & C	Eklutna Lake Campground "A" to Twin Peaks, thence west to West Twin Peak Ridge descending to campground "A".	Present trail is heavily used access to Twin Peaks. New portion would include loop to West Twin as recommended in the Master Plan. Excellent wildlife viewing and scenic hiking trail.	6 mi 4 mi new	New 80 car parking lot was constructed in connection with campground "A".
Goat Creek to Eklutna Lake Trail	107	C	Eklutna Lake campground "A" to Goat Creek via Twin Peaks Trail.	Trail would depart Twin Peaks Trail near Twin Peaks Pass, enter Goat Creek and connect with proposed Goat Creek Trail. Last 1½ miles of trail at Goat Creek would require clearing; remainder is in the alpine zone. Very scenic hike.	3 mi 1½ mi new	Same as above.
Peak 5450 Spur Trail	108	C	Between Twin Peaks Trail and Peak 5450.	Trail would depart Twin Peaks Trail just at edge of trees; would be on alpine route following the open ridge to Peak 5450. Spectacular views and relatively easy climb.	2 mi	Same as above.

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Eklutna Lake Northshore Trail*	109	A	Between campground "A" and Eklutna Glacier Parking area. Follows the old trail portions on scenic bench well above the lake. Bench is an old lateral moraine well above the lake.	Provides a major non-motorized access between the present road terminus and the glacier. Would be excellent for walking, skiing and wildlife observation giving good separation with motorized uses along present road around lake below. Should be a graded trail.	12 mi new	Same as above.
East Fork of Eklutna River Trail*	110	C	Between Eklutna Lake Road and a steep notch in this spectacular valley.	Provides very scenic valley trail used for sightseeing, camping and hunting in this spectacular valley. Not recommended for horses because of dangerous pitches.	4 mi	New 10-15 car trailhead at Eklutna Lake Road just north of East Fork River.
Eklutna Glacier Trail*	111	A & C	Between end of glacier road trailhead and glacier snout. The Eklutna Glacier traverse continues from the glacier south.	Provides major access to Eklutna Glacier snout from parking area (trailhead) ½ mile away. Should be a well-graded trail with adequate steps and streamlet crossings, as use of the area will be heavy when road is reopened.	½ mi trail  12 mi route	New 50-70 car trailhead with picnic area and toilets.
Eklutna Lake to Upper Peters Creek Traverse	112	C	Between trailhead along Eklutna River to Peters Creek at a point just below the forks.	Provides hiking access for wildlife observation and to complete a loop trail opportunity through Peters Creek Valley. The pass between the valleys is 5,400 feet elevation and includes some rugged hiking.	7 mi  2 mi new	New 5-10 car trailhead at end of unimproved road.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
West Eklutna Lake Valley Trail	113	B	Between Eklutna Glacier Trailhead and #112 trailhead above.	Provides a pleasant nature trail along the west side of Eklutna Lake Valley and connects to trail #112. This trail connection to Eklutna Glacier Trailhead could make trailhead #112 unnecessary. Brush and grade 3 miles of trail.	3 mi new	(Eklutna Glacier Trailhead under #111.)
Eklutna Lake to Thunderbird Creek Trail	114	C	Between Eklutna Lake Campground "A" and upper Thunderbird Creek.	Provides a trail connection and route between Eklutna Lake Valley and Thunderbird Creek Valley. Very scenic hiking route and perhaps the easiest access into upper Thunderbird Creek. Brush and clear 1½ miles of trail leading to alpine zone.	3.5 mi  1½ mi new	Campground "A".
Thunderbird Creek to Peters Creek Traverse	115	C	Between Thunderbird Creek Trail and Peters Creek Trail.	Provides a traverse between upper Thunderbird Creek and Peters Creek in direct alignment with trail #114. Would eventually connect with Eagle River Valley. Should be a small amount of brushing as most is alpine zone.	4.5 mi  2 mi new	
Peters Creek Trail (non-motorized)	116	B	Between new Trailhead and the upper valley.	Provides an alternative access around existing snowmobile trail which it parallels but is well separated from. This will make the valley usable by skiers so they can travel to upper valley where snowmobiles are excluded by regulation.	7 mi new	New trailhead at park boundary for 15-20 cars on north side of Peters Creek separated from present access.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Peters Creek Trail (existing)	117	B	Between park boundary inholding and upper valley. (Follows a road through inholding to Peters Creek residential area.)	Provides walk-in access to Peters Creek Valley and snowmobile access under current regulations as far as south as the Township Line between 14 and 15N. This is a magnificent valley which now receives little use because of poor access. Site a public cabin just outside of the wilderness area.	15 mi	New trailhead for 25-50 cars if road can be upgraded to a driveable condition.
Four Mile Creek Trail*	118	B	Between Peters Creek Trail and the upper end of Four Mile Creek Valley.	Provides access to Four Mile Creek Valley and defines limits of vehicular traffic in this area. This facility will help to accommodate large influx of Peters Creek residents who want to use the park. Two miles of new clearing.	4 mi 2 mi new	New trailhead for 25-30 cars at north end of private land (inholding) with picnic area.
Peters Creek to Thunderbird Creek Traverse	119	C	Between Four Mile Creek Trail and Thunderbird Creek Trail.	Provides a traverse between lower Thunderbird Creek Valley and Four Mile Creek (Peters Creek Valley). Approximately 1 mile of trail would require clearing to reach the alpine zone.	2 mi 1 mi new	Same as above.
Mt. Eklutna Trail	120	B	Thunderbird Falls trailhead to Mt. Eklutna.	Clear and mark 4 miles of trail to provide good access for an excellent scenic climb. The first 2½ miles are in timber and brush. This hike has been requested by the public (Chugach Master Plan). Private land for a trail corridor may have to be acquired. An easement is another option.	4 mi 2½ mi new	Thunderbird Creek Trailhead.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Thunderbird Creek State Trail	121	A, C	Between parking area on Glenn Highway and Upper Thunderbird Creek.	Construct a viewing area close to the falls with guard railing. Continue the trail at Class C standard to Upper Thunderbird Creek Valley for 12 miles to provide access into the valley for hiking, skiing and wildlife observation. Although closed to snowmobiles, skiers can't use valley now.	12 mi  11 mi new	New trailhead for 50-75 cars at the site of the present inadequate trailhead. It will be necessary to acquire several acres of private land for the existing and expanded trailhead.
Little Peters Creek Trail (Ptarmigan Valley)*	122	B	Between the trailhead near the park boundary and a large, flat alpine area in the upper valley.	This will provide good summer and winter access into the valley. Motorcycles and off-road vehicles are ruining the alpine tundra in this valley; hence some means to stop them must be found. Encouraging more hiking with a better road, trailhead and signing would help.	5 mi  1 mi new	New trailhead for 25-50 cars within the park boundary.
Chugiak Hillside Ski Trail	123	A	Little Peters Creek Trailhead to Chugiak Recreation Center.	This will provide a very scenic 6 mile long ski trail (loop) and summer hiking trail with spectacular views over the valley along the park boundary. Easily accessible to rapidly expanding population of Eagle River - Chugiak.	6 mi new	Use trailhead above and Recreation Center parking area.

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Peters Creek to Eagle River Traverse	124	C	Peters Creek Trail MP 8 to Ram Valley Trail.	Provides access to Ram Valley from Peters Creek, thence over to Eagle River Valley. Only the lower mile would have to be brushed. Would tie in well to the public cabin suggested for #117.	4 mi 1 mi new	
Peters Creek to Ram Valley Trail	125	C	Peters Creek Trail MP 10 to Ram Valley.	Additional access from upper Peters Creek Valley to Ram Valley. This traverses the edge of the glacier near Ram Valley. Little or no clearing required.	4 mi 1 mi new	
PLANNING UNIT #2						
Iditarod Trail*	201	B	Trailhead at Eagle River Visitor Center to Raven Glacier and Crow Pass Trailhead in Chugach National Forest.	Main Park access route between Eagle River Valley and Girdwood Valley following the historic and highly scenic gold rush trail.	19 mi	Existing 100 car parking area at Visitor Center. Parking should be expanded to accommodate 75 more cars.
Eagle River Glacier Spur Trail	202	C	Between Iditarod Trail and Eagle Glacier Lake.	Provides access to the Eagle River Glacier. Passes next to scenic Glacier Lake. Several miles of brushing would be required in the lower reaches.	3 mi 2 mi new	
Eagle River Snowmobile Access Trail	204	B	Between Eagle River Visitor Center Parking area and Eagle River.	Provides access for snowmobiles from visitor center parking lot to Eagle River without interfering with skiers and nature trail use along Iditarod Trail.	2 mi	Existing visitor center parking.

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Visitor Center Nature Trail*	205	A	Eagle River Visitor Center parking area and return on a ½ mile long loop interpretation trail.	To provide a nature trail that is handicapped-accessible. This trail will be heavily used and constructed to a high standard with interpretation stations and rest stops. It will complement the present visitor center activities.	½ mi	Eagle River Visitor Center.
Falling Water Creek Trail	206	B	Mile 11.1 Eagle River Road where main road forks. Follows Falling Water Creek in a 3 mile loop.	To provide parking, picnic facilities and a well designated trail in an area which presently receives considerable use for fishing, camping, hiking, picnicking, and cross-country skiing. No facilities presently existing.	3 mi new	New trailhead for 15-25 cars well off main road and small picnic area with toilet.
Ram Valley Trail	207	C	Mile 11.5 Eagle River Road to Ram Valley above private lands.	To provide access into a beautiful and highly desirable hiking and wildlife viewing area. Present access is blocked by private lands. Access from a trailhead on Eagle River Road can be gained following Section Line 4/3 on trail through private lands. Brush and grade lower 2 miles of trail.	3 mi  2 mi new	New trailhead for 30-50 cars to act as trailhead for Trail #208 as well.
Eagle River Horse Trail	208	B	Mile 11.5 Eagle River Road to Eagle River main channel.	This loop trail would provide a trail useable by horses within that portion of Eagle River Valley open to horse use by current regulations. The parking area would accommodate horse trailer parking as well.	2 mi  new	Same as above.

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High Valley Rock Glacier Trail	209	C	The Ram Valley Trail and High Valley Rock Glacier.	This is a popular short hike among local people into a beautiful alpine valley with a rock glacier. Access to the area is presently blocked by private lands as with trail #207, which it intersects. Little clearing needed. Trail would eventually continue into Upper Peters Creek Valley.	4 mi.  1 mi new	Same as #207.
Mountain Meadows Trail	210	B	Eagle River Visitor Center to high meadows in the mountains directly east.	This wildlife viewing trail would access the spectacular cliffs and escarpments east of the visitor center to the high meadows seen from there. Would provide breathtaking views out over the valley from this hanging valley.	4 mi new	Eagle River Visitor Center parking area.
Whiteout Glacier Traverse	211	C	From Eklutna Glacier to the Iditarod Trail at Crow Pass.	This traverse is a ski route year-round between Eklutna Valley and Girdwood Valley. Only marking is needed as entire length is in the alpine zone.	8 mi	
Meadow Creek Trail*	212	B	At MP 3.0 on Skyline Drive Eagle River Valley, Skyline Drive is newly paved.	Excellent ski and hike in Meadow Creek Valley. Brush and mark six miles of trail. Will provide excellent loop trail to possible trailhead at Mile High Road. Only convenient access to Meadow Creek Valley.	5 mi  2 mi new	Access is currently blocked by private land. Chain across road. Acquisition needed.

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Mount Magnificent Trail	213	C	Mile High Subdivision Road to park.	This trail provides for mostly local access to Mt. Magnificent. It is currently used illegally by snowmobiles and three-wheelers. More use by foot travelers will help to deter illegal motorized uses. Brush and mark one mile of new trail. An easement across private land may have to be acquired.	2 mi  1 mi new	New 5-10 car parking area/trailhead within park on Mile High Subdivision Road.
Eagle River Crest Trail	214		Mile 8 Eagle River Road (Roop Road) to mountain ridge southeast of Mt. Magnificent.	This route would provide hiking access to the ridgetop and opportunities to observe wildlife. May be an important access if others along Eagle River Road prove unfeasible because of land status/road conditions.	4 mi  2 mi new	New 10-15 car trailhead within park boundary.
Eagle River Canoe Trail Landing*	215	A	Mile 8 Eagle River Road. Between the highway pull-out and Eagle River launch area.	Build 300 feet of new trail to Eagle River for canoe launch area. This will provide a very attractive picnic site and canoe launching area. Cars are presently parked along highway because of inadequate parking.	300 ft. new	Construct a new 20-30 car trailhead and picnic area. Provide toilets.
Canoe Trail Access and Ice Skating Area*	216	A	Mile 9.3 Eagle River Road where pond is next to highway.	Build a 15-20 car parking area with an extension of the existing highway pull-out. Construct 50 feet of good trail from parking area to river. Pond provides a popular road accessible ice skating area.	50 ft. new	Extend present inadequate parking area to accommodate 15-20 cars. Provide toilets.

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Eagle River Nature Trail and Canoe Portage*	217	A	Eagle River Visitor Center west to Eagle River main channel.	To provide good access across a very interesting marshy area with 1.5 miles of boardwalk trail. This would be a valuable interpretive trail and would provide the needed portage for the beginning of the Eagle River Canoe Trail.	1.5 mi new	Eagle River Visitor Center parking.
Eagle River Canoe Trail Access*	218	A	Mile 7.4 Eagle River Road near the junction of the east and west channels.	To provide canoe access at the last point to enter the river before reaching the end of the canoe trail. At this point, canoes can be recovered from either channel of the river.	300 yards new	New parking area for 20-30 cars.
Lower Valley Canoe Access*	219	A	Between Eagle River landfill on Hiland Drive and the Eklutna Powerline crossing of Eagle River.	This takeout point allows less experienced canoers to take out of the river before Class III white water begins just below this point. Would require 1 mile of new road. Presently, no vehicular access to this point.	1 mile of road new	New parking for 15 cars and boat ramp.
South Bank Eagle River Trail*	220	A	Between Eagle River Campground and the small lake in the valley at the narrows in the upper valley.	This would provide an excellent hiking trail, skiing trail and nature trail on the south side of Eagle River to a point three miles southeast of the Visitor Center. A complex pattern of private ownership may prevent this proposal.	18 mi  15 mi new	Trailhead at Eagle River campground. Several acres of private land will have to be acquired for this existing site.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
South Fork Eagle River Valley Trail	221	C	Between a trailhead on the south Fork Road and Eagle and Symphony Lakes.	To provide a good main trail into this valley without having to trespass onto private land. Very scenic valley with great potential for hiking and skiing. Little clearing needed for trail. Private land boundary should be well marked.	8 mi 2 mi new	Establish a 10-20 car trailhead within the park using access provided in purchase of subdivision state.
Hanging Valley Lake Trail	222	C	Between trail #219 and Hanging Valley Lake.	To provide a good spur trail to this attractive valley which features spectacular high country.	3 mi	
PLANNING UNIT #3						
Ship Creek Valley Trail	301	A, B	Arctic Valley Road near the ski area to Indian Pass.	Main access into this wilderness valley. This trail is a reroute to higher ground with gentler grades for skiers. Horses will continue to use the old horse trail in the lower valley. First two miles are Class A trail.	14 mi 9 mi new	Work with the Military to build a trailhead for 70-100 cars. No horse trailers at this parking area.
Ship Creek Valley Hors Trail*	302	B	Arctic Valley Road to North Fork of Ship Creek.	Horse trail to be improved in wet spots by small reroutes and placement of rock fill material or log carduroy. This would be predominantly a horse and hunter's trail. Other foot traffic would use #301 above to avoid potential conflicts.	8 mi 1 mi new	Upgrade existing trailhead by widening to accommodate cars with horse trailers.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
North Fork of Ship Creek Trail	303	C	Ship Creek Valley Trail (#301) to Crow Pass Trail.	Main trail up north fork of Ship Creek used by horses for moose hunting and hikers and skiers. Means to alleviate horse damage in wet areas must be explored and implemented. Brush and mark on dry benches.	14 mi	
Rendezvous Peak Trail	304	C	Ski lodge parking area to Rendezvous Peak.	Popular summer hiking route in alpine tundra. Mark trail to restrain users from damaging surrounding tundra and for safety during foggy conditions.	2 mi	Ski lodge parking area (existing).
Arctic Valley to South Fork Eagle River Trail	#305	C	Between Ship Creek Valley Trail (#301) and South Fork Eagle River Trail (#221).	This trail would provide a route over a low pass (3,000') to provide an access between Arctic Valley and the South Fork of Eagle River. Only brushing in the lower elevations would be required.	3 mi New	
Ship Creek to Symphony Lake Traverse	306	C	Between Symphony Lake and Ship Creek.	Fairly easy summer hiking route through alpine tundra between Symphony Lake and Ship Creek Valley. Only the lower portions of this route would require some brushing.	5 mi new	
PLANNING UNIT #4						
Wolverine Bowl Trail	401	A	Prospect Trailhead to Wolverine Bowl.	Existing heavily used ski and hiking trail. Suitable for double track skiing.	2.3 mi	Prospect Heights Trailhead with 50-70 car capacity and toilets.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Wolverine Peak Spur	402	C	Wolverine Bowl Trail to Wolverine Peak summit.	This spur has been used for many years to reach the summit and needs brushing in the lower elevations.	2.5 mi	Same as above.
Middle Fork Loop Trail	403 & 403A	B	Wolverine Bowl Trail to Glen Alps access trail.	This trail is a popular ski loop using the existing Powerline Trail (#405). The upper end of this trail needs an improved stream crossing of the South Fork of Campbell Creek and brushing to the Glen Alps access trail. Trail #403A is a ski route through alder only to correct for steep unskiable grades on the comparable portion of Trail #403. Class C average grade of 7.5%.	4.1 mi  1.3 mile new	Same as above.
Williwaw Lakes Trail	404	B	Between Middle Fork Loop Trail and North Williwaw Lake.	Well used existing trail to access Williwaw Lakes. Popular ski route.	5 mi	
Powerline Trail	405	A	Between Prospect Trailhead and Powerline Pass in South Fork of Campbell Creek.	Popular hiking, skiing, and horse riding route in lower end; snowmobile and mountain bike trail above gasline trail (#406) junction. Needs grading and water bars to improve drainage. Horse route on west side of clearing.	9 mi	Prospect Heights Trailhead.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Gasline Trail	406	A	Between Powerline Trail and Upper O'Malley Trailhead.	Popular multi-purpose summer and winter trail. New snowmobile corridor will remove them from this trail. Excellent ski run, dogmushing and running area. Good winter horse route on one half of the trail. Trail needs grading, small culverts and water bars to eliminate present drainage problems.	1.5 mi	Expand Upper O'Malley Trailhead parking for 50-70 cars, picnic area and toilets. Chugach Master Plan to be amended to allow this action.
Glen Alps Access Trails (Upper and Lower Loop)	407	A	Between Glen Alps Trailhead and the Powerline Trail. Upper and Lower trails form a loop.	The most used of the Glen Alps trails. Could be adapted to handicapped use. Serves as a main access to a number of other destination oriented trails. Upper loop needs water bars and gravel fill to improve drainage.	1.0 mi	Glen Alps parking area with 100 car parking capacity.
South Fork Rim Trail	408	C	Follows the west rim of the South Fork of Campbell Creek from Prospect Trailhead to Glen Alps access trail (#407).	The lower half of the trail is completed while the upper half needs to be. Is an excellent ski trail and walking route. Few if any trees to be removed in new section of trail; mostly alder brush and hemlock thicket at south end.	4.0 mi  2.0 mi new	Prospect Heights Trailhead.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Denali View Ski Trail	409	B	Follows the west and north facing ridge between Prospect Trailhead and upper O'Malley Trailhead.	Traces of the old Denali View Trail can still be found. This trail would replace it with a series of well-designed loops that take advantage of an otherwise unusable part of the hillside area between the powerline and park boundary. Heavy alder brush at lower end; little clearing near O'Malley in large open spruce.	3.5 mi 3.5 mi new	Prospect Heights Trailhead
Silver Fern Trail	410	A	Main access trail between upper O'Malley and Glen Alps.	This trail will become the main access trail to Glen Alps from Upper O'Malley and Upper Huffman Trailheads. It will be a wonderful ski trail (designed grades under 8%) and offer a natural corridor with better scenery, drainage and tread than the existing gasline easement (trail). It is only 1.3 miles longer than starting at Glen Alps.	1.7 mi new	Upper O'Malley Trailhead. 50-70 vehicles.
Silver Fern Spur Trail	411	A	Main access between Upper Huffman parking area and Silver Fern Trail (#410) to Glen Alps.	This spur trail from the paved Upper Huffman Trailhead will become the main access to Glen Alps destination points. (See Trail #410.) It will provide skiable grades (less than 8%), a fine downhill run and is only 1.1 miles longer than starting at Glen Alps Trailhead.	0.3 mi new	Existing paved Upper Huffman Road Trailhead (60-70 vehicles).

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Upper Huffman Road Snowmobile Corridor	412	A	Between Upper Huffman Trailhead and Powerline Trail (#405). The snowmobile trailhead may be relocated at Glen Alps to reduce illegal motorized penetration. Field investigation will confirm this location.	Most of this trail will be relocated to prevent illegal penetration into closed areas presently occurring. The old route will be closed. The preferred routing will require acquisition of 25 acres of land in NE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 30 to accommodate the trail. This acquisition is vital to retain this "corner" of the park (see map). Trail closed in summer because of wet conditions.	1.5 mi new	Existing paved Upper Huffman Road Trailhead (60-70 vehicles).
Blueberry Hill Ski Loop	413	B	Glen Alps area.	This trail will provide an excellent ski loop utilizing early snow (often the <u>only</u> snow) in the hillside. Existing trails will be connected by loops that traverse an open meadow necessitating little clearing of trees (mountain hemlock).	2.7 mi  1.6 mi new	Upper Huffman and Upper O'Malley Trailheads.
Hemlock Knob Trail	414	B	Between Silver Fern Trail (#410) and Powerline Trail (#405).	This trail was built in 1972 for skiers and partly follows a firebreak and old homestead roads. To make it more useable, 3 short linkages are proposed which will complete it. A steep switch-back section is proposed for relocation for skiers through an old burn (May, 1972). Wonderful panoramas from the top of Hemlock Knob. Good wildlife viewing trail.	1.5 mi  0.3 mi new	

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Hemlock Spur Trail	415	B	Between Hemlock Knob Trail (#414) and the Powerline Trail (#405).	This short spur trail within Mountain hemlocks is very attractive and well cleared. This is a favorite ski trail and provides a link to the powerline trail.	0.2 mi	
Hemlock Burn Trail	416	B	Bypass of the switchbacks in Hemlock Knob Trail (#414).	This trail will by-pass the four sharp switchbacks in the Hemlock Knob Trail providing good skiing grades and magnificent views of the Chugach Mountains. Follows a south-facing slope, partly within an old burn. Some clearing required, mostly alder and hemlock.	0.5 mi new	
Sanctuary Valley Trail	417	B	Between Upper O'Malley Trailhead and South Fork Rim Trail (#408).	This trail provides a fine route through spruce and hemlock forest at the edge of Sanctuary Valley. Sanctuary Valley and the ridge to the north are favorite wintering areas for moose. No ski trails should go into the middle of the valley to avoid disturbance. Two sections of this trail are already established.	1.1 mi 0.6 mi new	Upper O'Malley Trailhead.
White Spruce Trail	418	B	Between Upper O'Malley Trailhead and South Fork Rim Trail.	This existing trail passes through open groves of white spruce of exceptional beauty. A favorite ski trail with special scenic qualities. Only the portion east of the Powerline Trail (#405) needs to be cleared and marked to bring it up to standard.	1.0 mi	Upper O'Malley Trailhead.

<u>Trail Name</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Blueberry Hollow Trail	419	Between Silver Fern Trail and South Fork Rim Trail.	This trail follows a natural draw which contains an old trail, part of which is still used. It would provide an excellent ski trail loop with Silver Fern and South Fork Rim Trails. Well protected area during high winds.	0.7 mi 0.4 mi new	
Last Forest Ski Trail	421	A small loop off Middle Fork Loop Trail south of Middle Fork of Campbell Creek.	This loop passes through an open spruce forest (an isolated stand surrounded by treeless area), forming a loop off the Middle Fork Loop Trail. This area is explored mostly by skiers on random trails through the spruce forest.	0.9 mi new	
Huckleberry Meadow Trail	422	B A small loop off Middle Fork Loop Trail south of Middle Fork of Campbell Creek.	This old road is well used as a principal access into areas north of Flattop. This trail should be well signed and other nearby trails closed. Should be extended north to the Powerline Trail.	1.0 mi 0.2 mi new	
Upper Campbell Creek Crossing	423	B Between South Fork Rim Trail and Middle Fork Loop Trail.	A new trail through Mountain hemlock thickets and open meadows to attain a good summer and winter crossing of South Fork of Campbell Creek. The bridge upstream from this location should be relocated to this point.	0.7 mi new	

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Alder Trail	424	C	Between Powerline Trail and Gasline clearing on the Park boundary.	Cut for horseman use as a summer/winter trail following an old homestead road. It is a cutoff loop between the Powerline and Gasline Trails horse winter route.	0.5 mi	Between Upper O'Malley and Prospect Trailheads.
Campbell Creek Loop Ski Trail	425	A	Between the Far North Park Trail System and Wolverine Trail, and Prospect Trailhead.	Provides an excellent short loop trail system for skiing and ties in both Wolverine Trail and municipal trails in Far North Bicentennial Park.	2.0 mi new	Prospect Heights
Golden Grass Trail	426	B	Between two sections of Powerline Trail near Prospect Heights.	This ski trail was built to avoid a dangerously steep pitch in the Powerline Trail and to provide several interesting ski loops. It is particularly beautiful in autumn when fields of grasses beneath the birches turn golden.	0.9 mi	Same as above.
Campbell Gorge Trail	427	C	At confluence of Middle and South Forks of Campbell Creek.	This trail would provide direct access between South Fork Rim Trail and Middle Fork Loop Trail.	0.6 mi new	Same as above.
Lost Cabin Valley Trail*	428	B	Between Stuckagain Heights Road Trailhead and Wolverine Peak Spur.	This would become a main access trail to Wolverine Bowl and North Fork of Campbell Creek. This is an existing Class C trail.	2.0 mi	New trailhead for 30-50 cars on Stuckagain Heights Road entry into park boundary in Sec. 7.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Wolverine Bowl Ski Loop	429	B	Between Wolverine Peak Spur (#402) and Wolverine Trail. A new bridge on Campbell Creek will be required to provide a safe crossing.	This trail would complete the Wolverine Bowl loop system for skiing.	0.7 mi new	
Little Loop	430	A	Between Wolverine Bowl Trail and Middle Fork Loop Trail.	This short loop of ski trail was built to provide an excellent view from an old homestead clearing and to provide more ski opportunity.	0.3 mi	
Rusty Mountain Loop	431	B	Between Wolverine Bowl Trail and Middle Fork Loop Trail.	This trail would provide spectacular views along the lower slopes of Rusty Mountain as well as wildlife viewing opportunities. Would be a beautiful additional loop trail for skiing and provide a nice traverse of the lower Wolverine Bowl.	1.7 mi new	
North Fork Trail*	432	B	Between Wolverine Bowl Trail and Upper North Fork of Campbell Creek.	This trail would provide the principal year-round access into the North Fork valley. It will be necessary to acquire private land in the NW $\frac{1}{4}$ Sec. 5 or to obtain an easement for trail use. Mostly alder brush clearing at lower elevations and an existing route in the alpine zone.	8.0 mi  4.0 mi new	Stuckagain Heights bordering the state park. 5-10 car local trailhead.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Hidden Lake Trail and Ship Lake Traverse	433	C	Between Powerline Trail and both forks of Hidden Lake valley and Ship Lake.	This trail would provide a few improvements for the best summer route to the lakes. In winter, it is no problem as the area is quite open. A new bridge is needed across Campbell Creek. The traverse to Ship Lake will provide a connection to Ship Creek Valley Trail.	7.0 mi	
Rabbit Lake Trail	434	B	Between Rabbit Valley Trailhead and Rabbit Lake.	Very popular route between the end of an unimproved, steep road and the lake. If starting at the park boundary, it is 5.5 miles to the lake; from the end of the present road it is 2.0 miles.	5.5 mi	New trailhead for 50-60 cars. The exact location depends on whether or not the inholding can be acquired.
Rabbit Valley Ski Trail	435	B	Between the proposed municipal park on the state park boundary and Rabbit Lake, via the valley bottom in small trees.	This ski trail is needed to offer a route within the birch and mountain hemlock forest where snow conditions are not windblown and bare. Starts at the municipal park on Rabbit Creek on our park boundary. Private inholdings would have to be crossed with this trail.	4.0 mi 3.0 mi new	New trailhead to accommodate 50 cars. Joint state/municipal project.
McHugh Peak Telemark Hill	436	C	Between Rabbit Valley Ski Trail and the top of McHugh Peak.	This trail follows a valley protected from high winds which accumulates a heavy snowpack. Very uniform 15% slope for almost 1½ miles. Only the lower portion near Rabbit Creek requires clearing of alder and mountain hemlock.	2.0 mi 1.0 mi new	

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Flattop Trail (west approach)	437	C	Between the western park boundary on Rabbit Creek Road and the summit of Flattop.	A popular approach to climb Flattop for Rabbit Creek valley residents. Starts at timberline. No clearing required.	1.0 mi	New parking area for 5-10 cars along existing road. May be served by parking for Trail #434.
Little Rabbit Creek Trail	438	C	Bear Valley Area - access to the park.	Access to this area of the park should be reserved by the subdivision platting process to ensure that local residents have access to the park along this stream valley. Alpine terrain - no clearing required.	1.0 mi	A car accessible trailhead is probably not possible here because of steep slopes along the park boundary.
Potter Creek Trail	439	B	Upper Potter Creek Valley to McHugh Peak.	Access to Potter Valley area of the park, primarily for the benefit of local residents which could one day number 10,000. Subdivision platting process will be required to provide public access to this portion of the park. Clearing required for first ½ mile of trail.	1.0 mi  0.5 mi new	A trailhead may not be possible because of slope steepness.
Potter Creek to McHugh Creek Trail	440	B	The south side of residential development in Potter Creek Valley. From the saddle to Table Rock (McHugh).	A highly scenic trail passing through cottonwoods, aspen and grasslands between Potter Valley residential area and Table Rock above McHugh Creek Picnic Area. Highly appealing southwest exposure.	1.4 mi  1.0 mi new	New trailhead for 20-30 cars within the park with road access to it guaranteed by the platting process.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Potter Road Trail	441	A	Existing road is no longer used for a road; will become a trail.		0.5 mi	
PLANNING UNIT #5						
Indian Valley Trail*	501	A, B	Indian Valley Trailhead to Indian Pass. Connects with Ship Creek Trail (#301).	Popular trail for summer hiking. Connects with Ship Creek Valley Trail to Arctic Valley (#301). Several trail and bridge improvements as well as some additional clearing required for the first five miles. Popular winter ski traverse to Arctic.	6 mi	New trailhead for 20-30 cars at the end of the present access road.
Old Johnson Trail (old section)	502	A, B	Potter Marsh Trailhead to Indian Creek Trailhead in Indian Valley.	Popular trail between Potter and Indian for all season hiking. Many access points along Turnagain Arm have been identified with short connecting spur trails. Some improvements are needed to restore the trail in its historic location. Several bridges are also needed.	12 mi 2 mi new	A new trailhead for 30-50 cars should be built in the Potter Marsh area. McHugh Creek provides good access.
Old Johnson Trail (new section)	502	A	Indian Creek Valley Trailhead to California Creek Trailhead in Girdwood Valley.	This section of trail will continue the concept of a "trail above the highway" using the 5 miles of Bird Creek Bikeway in Bird Creek Valley. Sections of an old trail above the road are still to be found. Bird Hill avalanche area will restrict winter use. Several other areas also.	17 mi new	A new trailhead for 10-15 cars along California creek within the park in Girdwood Valley.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Bird Pass Trail	503	C	Between Bird Creek Valley and Bird Creek Pass.	This trail provides access to upper Bird Valley and Bird Creek Pass which joins the North Fork Ship Creek Trail (#303). Natural impediments to prevent motorized use should be retained.	9 mi	
Table Rock Trail	504	B	McHugh Creek to Table Rock.	A popular short hike which offers spectacular scenic views over Turnagain Arm and is accessible by all ages. A new trail from here to the park boundary extends the spectacular walk 1.4 miles (#440).	0.8 mi	McHugh Creek Picnic Area.
McHugh Creek to McHugh Lake	505	B	McHugh Creek to McHugh Lake and Rabbit Lake.	The first mile of this trail is in. Several miles of additional clearing are required to establish a useful trail on the north side of the creek. Several areas of steep terrain and side hill will insure that no motorized vehicles follow this trail. South slopes ensure early season use.	5.5 mi 3.0 mi new	McHugh Creek Picnic Area.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
McHugh Ridge Loop Trail	506	B	McHugh Creek to McHugh Lake and Rabbit Lake.	This trail will establish a cleared route along the crest of a steep but spectacular ridge which will form a loop trail with trail #505. A rock scramble causing serious erosion on Johnson Trail east of McHugh should be closed after this ridge trail is built.	2.0 mi new	McHugh Creek Picnic Area.
Beluga Point Trail Access	507	B	Beluga Point parking area to Old Johnson Trail.	This short access trail has served for many years as a way to the Old Johnson Trail.	0.4 mi	Beluga Point Trailhead for 20 cars.
Johnson Trail at Rainbow Valley*	502	B	Rainbow Valley east of the access road.	A short section of the Old Johnson Trail between Rainbow Valley Road and the trailhead next to the highway needs to be reestablished.	0.5 mi new	Existing parking area for 15 cars. Needs signing.
Windy Corner Trail	502	B	Windy Corner access to Old Johnson Trail.	A short section of trail through an open meadow provides access to the Johnson Trail.	0.3 mi new	Windy Corner parking area can hold 15-20 cars.
Falls Creek Trail*	509	B	Falls Creek Trailhead to Teardrop Lake.	The first mile of this trail is cleared. The remaining trail would provide access to a beautiful cirque valley containing Teardrop Lake. Less than half a mile of additional clearing is needed.	3.0 mi  0.5 mi new	Falls Creek Trailhead for 25 cars. Existing area.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Forget-me-Not Meadow Trail	510	B	Just west of Indian Valley.	This short trail provides access to the Old Johnson Trail. It passes through a meadow which contains a profusion of forget-me-nots in late May.	0.3 mi	Small trailhead can accommodate 15 cars.
Powerline Pass Trail	511	B	Indian Creek Valley Trailhead to Powerline Pass (South Fork Campbell Creek).	Existing trail needs improvements to Powerline Pass Summit; erosion control and some clearing. A new rugged gate should be installed to prevent 4-wheel drive vehicles from entering the pass area.	5 mi	Indian Creek Valley Trailhead.
Bird Ridge Trail	512	B	Between the new parking area west of Bird Ridge and the limits of walking terrain to the north.	Popular early spring trail for hiking, wildlife observation (sheep) and wildflowers.	6 mi	New trailhead for 25 cars was built west of the old trailhead.
Bird Creek Bikeway	513	A	Between Boulder Stadium in Indian Valley through Bird Creek Campground.	Very scenic, gentle paved bikeway which provides local access between communities and probably is the best high standard trail in the park. Passes through Bird Creek Campground.	3 mi	Bird Creek Campground and Boulder Stadium.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Bird Creek Valley Trail	514	C	Between Bird Creek Trailhead and Upper Bird Creek Valley.	The lower part is one of a series of old logging trails that are used by motorbikes and 4-wheel drive vehicles. The upper valley is overgrown with alder brush and it is presently a difficult bush whack. Extensive clearing would be required but some local people would rather not see it opened if motorized vehicles could gain access.	15 mi 7 mi new	Existing Bird Creek Trailhead for 35 cars.
Penguin Creek Trail	515	C	Between Going-to-the-Sun Trail and upper Penguin Creek Valley.	This trail would provide access into Penguin Creek Valley. As with Bird Creek Trail, the design should provide enough natural impediments to preclude any motorized use within this wilderness valley.	11 mi 6 mi new	New trailhead for 20-30 cars to serve new Johnson Trail and Penguin Creek Trail.
Bird Point Loop Trail	517	B	Between trailheads at Bird Point and slopes north of the Seward Highway.	This trail would provide a wide range of environments from beautifully sculpted glacier scoured rocks and Sitka spruce to quiet birch forests with fine views throughout. North of the highway x-c skiing is possible.	4 mi new	West trailhead 5-10 cars. East trailhead 20-30 cars in an old rock quarry. Picnic site also.

<u>Trail Name</u>	<u>#</u>	<u>Class</u>	<u>Location</u>	<u>Use/Function</u>	<u>Dist.</u>	<u>Trailhead</u>
Going-to-the-Sun Trail	518	C	Between Bird Creek Valley and California Creek Trailheads.	This rugged ridgecrest route may be the most spectacular trail in Chugach State Park. Both ends would require extensive brushing while the middle portion is essentially a scramble along rugged ridges and spectacular benches. Route should be marked.	15 mi	Bird Creek Trailhead and California Creek Trailhead.
					11 mi new	
California Creek State Trail*	519	B	California Creek Trailhead and Penguin Creek Trail at the pass.	To provide access from Girdwood Valley into a little used mountain valley containing California Creek. Not be a safe winter route because of avalanche hazard. Remnants of gold mining activity and high scenic qualities along this trail.	4 mi	New trailhead for 10-15 cars on 3.3 acre ILMT site.
					2 mi new	
Crow Pass Trail	520	B	Crow Pass Trailhead in Chugach National Forest to Chugach State Park boundary.	Provides the other end of the Iditarod Trail over Crow Pass to Eagle River Visitor Center. Although within the national forest, it is an integral part of the state park trail system here. Excellent condition.	4 mi	Existing Crow Pass Trailhead.
					TOTAL	MI NEW
Eklutna-Peters Creek Trails	101-127		24 trails or routes.		149 mi	66 mi
Eagle River Trails	201-222		21 trails or routes.		90 mi	35½ mi

			TOTAL	MI	NEW
Ship Creek Trails	301- 306	6 trails or routes.	46 mi		18 mi
Hillside Trails	401- 441	40 trails or routes.	89.1 mi		30.0 mi
Turnagain Arm Trails	501- 520	19 trails.	124 mi		55 mi

110 trails and routes

498 miles of trails and routes in park;  
1 mile of trail for each 1,000 acres. **204 miles new trails and routes.**