

DRAFT CASA CIP: 2025-2030
Chugach State Park Access Service Area – 6-Year Capital Improvement Program

Year	CASA Bond	State Request	Projects	Notes
2024	\$4M		Road improvements: public access improvements to roads and for parking to trailheads of the CASA, including Canyon Road	For background info
2025	\$1.5M	\$1.5M	Bond: <ul style="list-style-type: none"> • Parking improvement: Basher Trailhead Overflow Parking Improvement Project design and construction (\$1.5M) State: <ul style="list-style-type: none"> • Road improvement: Glen Alps access: Glen Alps Rd repaving from Toilsome Hill Dr – 1 mile (\$1.5M) 	If SOA \$ not received, move to future CASA bond Glen Alps Road LRSA might have matching funds to reduce amount of bond request for Glen Alps access
2026	\$3.5M	\$2.5M	Bond: <ul style="list-style-type: none"> • Trail/Trailhead improvement: Trailhead signage, etc. – need to see what is desired (\$500K) • Trail Access: Planning & feasibility study for trails, roads, and parking, land acquisition and easements for better connection from MOA trails to Chugach State Park, such as Honeybear, Stewart Road, Brewster’s Homestead Road, Near Point, Potter Creek Valley, Echo Hills Park and Section 36, Muldoon neighborhoods) (\$500K) • Road improvement: Glen Alps access: Toilsome Hill - Reduce severity of hairpin curve (\$5M – \$2.5M 2026 SOA, \$2.5M 2026 CASA bond) State: <ul style="list-style-type: none"> • Road improvement: Glen Alps access: Toilsome Hill - Reduce severity of hairpin curve (\$5M – \$2.5M 2026 SOA, \$2.5M 2026 CASA bond) 	Trailhead improvement projects are dependent on State/DNR granting municipalities a ROW, or public use Easement – MOA legislative goal for 2025 If SOA funds not received, move \$5M for Toilsome Hill curve project to 202? CASA bond
2027	\$3.8M	\$500K	Bond:	

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			<ul style="list-style-type: none"> • Trail/Trailhead improvement: installation of public restrooms at two trailheads, TBA (Upper O'Malley and Basher?) (\$500K + \$20k? in annual operations) • Trail/Trailhead improvement: new and upgraded connector trails from Far North Bicentennial Park to CSP, such as Basher to Wolverine Bowl trail, Campbell Gorge Trail from Spencer Loop to Prospect, Cabin Fever Trail – multi-year ask (\$500K) • Road improvement: Upper DeArmoun Rd repaving and drainage (\$2.3M) • Road improvement: Campbell Airstrip Road rehabilitation – frost heave repair and pavement overlay (\$500K) <p>State:</p> <ul style="list-style-type: none"> • Trail/Trailhead improvement: new and upgraded connector trails from Far North Bicentennial Park to CSP, such as Basher to Wolverine Bowl trail, Campbell Gorge Trail from Spencer Loop to Prospect, Cabin Fever Trail – multi-year ask (\$500K) 	
2028	\$3.3M	\$800K	<p>Bond:</p> <ul style="list-style-type: none"> • Trail/Trailhead improvement: Trailhead signage, etc. – need to see what is desired (\$500K) • Road improvement: Upper O'Malley access: re-pave Upper O'Malley Road and Trails End (\$350K + \$150K=\$500K) • Road improvement: McHugh Creek access road improvements to 1.2 miles of Kings Way Drive, Black Bear Drive, Snow Bear Drive, and Honey Bear Lane (\$300K) • Trail Access: First phase of design and construction funds from the top priorities of the 2026 study for trails, roads, and parking, land acquisition and easements for better connection from MOA trails to Chugach State Park (\$2M) <p>State:</p>	Glen Alps Road LRSA might have matching funds that could be thrown in to reduce amount of bond request for Upper O'Malley access

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			<ul style="list-style-type: none"> • Trail Access: First phase of design and construction funds from the top priorities of the 2026 study for trails, roads, and parking, land acquisition and easements for better connection from MOA trails to Chugach State Park (\$500K) • Road improvement: design study to relocate Campbell Access Road away from Campbell Creek flooding and sharp curves (\$300K) 	
2029	\$3.5M	\$500K	<p>Bond:</p> <ul style="list-style-type: none"> • Trail/Trailhead improvement: installation of public restrooms at two trailheads, TBA (\$500K + \$20k in annual operations) • Trail Access: Second phase of design and construction funds from the top priorities of the 2026 study for trails, roads, and parking, land acquisition and easements for better connection from MOA trails to Chugach State Park (\$2.5M) • Trail/Trailhead improvement: new and upgraded connector trails from Far North Bicentennial Park to CSP, such as Basher to Wolverine Bowl trail, Campbell Gorge Trail from Spencer Loop to Prospect, Cabin Fever Trail – multi-year ask (\$500K) <p>State:</p> <ul style="list-style-type: none"> • Trail Access: Second phase of design and construction funds from the top priorities of the 2026 study for trails, roads, and parking, land acquisition and easements for better connection from MOA trails to Chugach State Park (\$500K) 	
2030	\$2.5M	\$1M	<p>Bond:</p> <ul style="list-style-type: none"> • Trail Access: Third phase of design and construction funds from the top priorities of the 2026 study for trails, roads, and parking, land acquisition and easements for better connection from MOA trails to Chugach State Park (\$2.5M) <p>State:</p>	

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			<ul style="list-style-type: none"> • Road improvement: design funding to relocate Campbell Access Road away from Campbell Creek flooding and sharp curves (\$500K) • Trail/Trailhead improvement: new and upgraded connector trails from Far North Bicentennial Park to CSP, such as Basher to Wolverine Bowl trail, Campbell Gorge Trail from Spencer Loop to Prospect, Cabin Fever Trail – multi-year ask (\$500K) 	
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Other things to consider:

- Need to coordinate with Chugach State Park to see what projects they have planned for this period (ask if they are doing a restroom with the Sunnyside/Rabbit Creek upgrades, request that they pave Prospect Heights parking lot, etc.)
- Coordinate with Joint Base Elmendorf-Richmond, the Anchorage Heritage Land Bank, the Alaska Department of Transportation, and the Alaska Railroad Corporation to gain access easements and by clarifying that CASA bonds can be used for projects in such easements
- All dollars are in 2024 amounts – need to escalate over time for requests past 2025
- Building the trails without the parking would likely lead to conflicts with neighbors and developing the parking without trails could lead to a spiderweb of user-created, unsustainable trails, so for new trailheads, parking and new trails should be developed in conjunction with each other.
- Make sure each project has planning, design and construction projects listed in CIP
- Original pitch for CASA: <https://www.muni.org/Departments/Assembly/SiteAssets/Pages/Meetings-Worksessions/Muni%20Work%20Session%20-%20CSP%20Service%20Area%20-%20201-20-23.pdf>

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Appendix

Established Trailheads:

Trailhead	Parking	Restrooms	Road Access	Notes
Basher Drive	Too small, unpaved?	n/a	Campbell Airstrip Road needs repairs	Only East Side access to CSP
The Dome	Adequate size, unpaved?	n/a	Campbell Airstrip Road needs repairs	Only East Side access to CSP – on military land?
Stuckagain Heights on Aletha’s Mtn Way	Too small, but The Dome lot is really close	n/a	Campbell Airstrip Road needs repairs	Only East Side access to CSP
Prospect Heights	Adequate size, needs paving	Adequate	Adequate	Easy access besides terrible parking lot
Upper O’Malley	Too small	n/a	Upper O’Malley and Trails End Roads need repairs	Meets current demand
Upper Huffman	Adequate	Adequate	Adequate	Great facilities, easy access – could be promoted more to take pressure off Glen Alps
Glen Alps	Mostly adequate	Adequate	Glen Alps Rd and Toilsome Rd need repairs	Harder to access, but most popular among diverse populations
Sunnyside/Rabbit Creek	Too small, unpaved	n/a – does State Park parking lot improvement include a restroom?	Last stretch of Canyon Rd needs paving, Upper DeArmoun needs drainage repairs	Very popular, not as diverse of usage because of difficulty to access
Bear Valley/McHugh Peak	Too small, unpaved?	n/a	Kings Way Drive, Black Bear Drive, Snow Bear Drive, and Honey Bear Lane	With expanded parking down road, adequate for now – could become more popular with increased amenities

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Undeveloped/Upcoming Trailheads:

- Stewart Road
- Brewster’s Homestead Road
- Potter Creek Valley Access to McHugh Peak West Rib
- Echo Hills Park and Section 36
- Terminus of Stroganof Drive

Trail Suggestions:

- Potter Watershed Park to Stewart Trail
- Potter Valley Rd to Turnagain Arm Trail
- Half Park (off Rabbit Creek Rd) to Echo Hills Park
- Muldoon neighborhoods to Chugach State Park