



Hardrock Hundred Endurance Run

2026 Course Description- Clockwise Direction

This course description is intended to be used as a general orientation and guide to the Hardrock course for runners, pacers and crew. It includes brief descriptions of routes, major drainages, landmark peaks, climbs, descents and aid stations. Pay attention to alerts and warnings (!). **It is not intended to be used as a navigation tool.**

We endeavor to have a well-marked course and provide an accurate [GPX file](#) for those that wish to download it. But keep in mind that this is a huge, complex course. Unexpected things can and will happen. Marmots devour course markers and pull them into their dens. Elk trample them into the mud. Markers have been vandalized, stolen and maliciously relocated. Smartphones glitch and batteries die.

Therefore, as part of a *graduate level run*, it is your responsibility to obtain and study whatever maps or other resources you deem appropriate for your experience level to safely navigate the course if markers or electronic devices fail.

Consider the mile measurements provided herein to be the best aggregation of years of measurements, but know other devices and sources may not always match exactly.

Environmental Preservation is one of Hardrock's most important values. Practice [Leave No Trace](#) principles. Drop no trash and if you see trash, please pick it up. Never cut switchbacks. Solid human waste should be well away from trails, buried 6-8" deep and at least 200' (70 paces) from the nearest water source.

There are many hazards on the Hardrock course! Including but not limited to: falls on snow, scree, talus and cliffs; fast moving water; wildlife encounters; rock fall; altitude sickness; lightning; cold and heat. While the vast majority of runners complete the course without incident, there have been many close calls and occasional injuries sustained from all of the above during the previous editions of Hardrock.

Best of luck! We look forward to seeing you in Silverton.

Silverton Start – Mile 0 – 9318'

From the Silverton School Gym, run north and west out of town, up a half block along 12th, turning left onto Snowden for two blocks, then right up 10th St to and past the end of the street, up a sloping field,

then left onto the Shrine Road. Descend gently on Shrine Road heading out of town, and just before the steep descent to the highway, turn right (NW) at the junction with the Rainbow Trail. Follow the trail along and above the highway for just under 2mi, keeping a sharp eye out for markers to descend a short, steep slope to Highway 550. **Caution (!) - look both ways before crossing the road – traffic does not stop.**

!!! New for 2024- NO CREW, SPECTATORS or MEDIA allowed at Hwy 550 crossing or Mineral Creek crossing!!! This is by order of Colorado State Patrol.

Continue straight across the highway, bearing slightly right into the brush and cross Mineral Creek with the assistance of a fixed rope. Caution (!)- this is the biggest water crossing on the course. During high snow run-off years and following heavy rain, this can be a difficult crossing. Proceed generally SW from the creek, following markers through trees up the Silverton Bear Creek Trail, then above treeline and Lime Creek. Look (!) for markers indicating a right (north) turn out of Putnam Basin.

Climb #1 – Cataract Putnam Pass – Mile 7.2 – 12,600'

From the pass, drop into Cataract Basin and traverse it to its west end. Slow down (!) and navigate carefully through here as the trail can be faint and vegetation can obscure the route. Climb up to the prominent saddle.

Climb #2 – Porcupine Cataract Pass – Mile 8.6 – 12,230'

Descend the Porcupine drainage, crossing through high basins and timberline generally NW toward Mineral Creek on a faint trail, crossing the creek and ascending a short steep slope to FS 585 and the KT Aid Station.

KT Aid Station – Mile 11.5 – 10,630'

No crew. No drop bags.

Turn right (east) on FS 585 and proceed 0.3mi to the start of the Kamm Traverse. Angle left, uphill off the road, wrapping north. Caution (!) – there is a creek crossing in this section that can be tricky with high flows. Runners have fallen into swift water here. Ascend steeply a short distance from the creek, and follow the Kamm Traverse a short distance to its junction with the Ice Lakes Trail. Take a left on the Ice Lakes Trail, heading uphill.

Follow the Ice Lakes Trail to where it splits between the Ice Lakes and Island Lake Trails, taking the right fork and continuing to climb until you reach the pass between US Grant Peak on your left and South Lookout Peak on your right. Traverse the ridge about 100 yards east and check out the Joel Zucker Memorial.

Climb #3 – Grant Swamp Pass – Mile 14.9 – 12,920'

Descend steeply off the pass into the couloir, being mindful of the scree. Caution (!) - there is potential for injuries from rockfall in the couloir. Be mindful of runners above and below. Continue downward to treeline and the top of the drainage. Follow the trail downhill, crossing back below treeline, as the route gradually becomes more defined on into the aid station.

Chapman Gulch Aid Station – Mile 18.1 – 10,190'

Crew and drop bags allowed. Crew alert (!) - The Ophir Pass Road is congested and heavily traveled

with potential for user conflict. Crews must park at a designated site on the east side of the Ophir township, hike approximately 1.4mi to the intersection of the Ophir Pass Road and the trail to the aid station, then hike 0.3mi more to the aid station. Crews coming over Ophir Pass will pass by the aid station trail entrance – there is NO stopping – you MUST continue on to the parking area in Ophir.

From the aid station, follow the access road 0.3mi to Ophir Pass Road, and turn right (uphill) for a couple hundred yards to the old Blixt Jeep Road. Turn left into the trees, following the zig-zagging trail up the slope above treeline to the pass.

Climb #4 – Oscar’s Pass – Mile 21.3 – 13,140’

Turn north across the saddle into Bridal Veil Basin, following the route and navigating carefully (!) through intersections with system trails and faint social trails to the Wasatch Saddle. From the saddle, pick up the Wasatch Trail on your left, and descend to the Telluride Bear Creek Trail. Follow this trail downhill as it gradually widens and reaches the edge of town. Take a sharp right and descend a short hill to a field, and cross it heading NNE to the aid station.

Telluride Aid Station – Mile 27.8 – 8750’

Crew and drop bags allowed.

From the aid station, follow the course markers on paved streets through Telluride (Colorado -> Willow -> Gregory) to the Cornet Creek Trail. Ascend the Cornet Creek Trail steeply uphill through Liberty Bell Basin to Mendota Ridge. Turn sharply left and use caution (!) to traverse the scree field around to the north, then ascend a steep, loose trail NE to the aid station. Enter the most spectacular (and improbable) aid station in ultrarunning. Enjoy the hospitality briefly as there is very limited space.

Kroger’s Canteen Aid Station – Mile 32.7 – 13,100’

Climb #5 – Virginius Pass

Depart the aid station heading North down three steep pitches. The first steep step off the pass will usually have snow, even in dry years. There may be a fixed line here for safety. Use caution (!), as falls here are possible and be mindful of rock fall from above and dropping rocks on runners below. Follow the markers through a complex route of off-trail, trails and mining roads to Governor Basin Road. Follow Governor Basin Road downhill across Sneffels Creek and past the junction with Yankee Boy Basin Road to the aid station (new location in 2022).

Governors Basin Aid Station – Mile 36.3 – 10,708’

No crew. No drop bags. Crews (!) do not meet or follow your runner on Camp Bird Road / CR 26.

Continue on Yankee Boy / Camp Bird Rd downhill for several miles until you reach the edge of town. At the sign for the Ouray Perimeter Trail, turn left off the road and follow the trail to its junction with Pinecrest Dr. Turn right for one block, then left on Oak St. Follow Oak St for several blocks north to a pedestrian bridge across the Uncompahgre River, turn right across the bridge into the aid station.

Ouray Aid Station – Mile 43.9 – 7680’

Crew and drop bags allowed. Pacers may start here. Low point of the Hardrock 100.

Depart the aid station heading south on the park access road, following 2nd St, 4th Ave, 1st St, 3rd Ave,

and Box Cañon Rd back to the Ouray Perimeter Trail. Follow the trail across Camp Bird Rd and head SE out of town. From here, all the way to the Highway 550 tunnel, slow down (!) and navigate carefully. Follow the course markers as you traverse a complex route of faint trails, dirt roads and paved roads.

Cross over the US Highway 550 tunnel to the Ouray Bear Creek Trail and ascend steep switchbacks. Trail alert (!) - the Ouray Bear Creek Trail soon enters a steep, narrow gorge. While the trail is generally good (sans rockslides), there are potential hazards including rock fall, huge vertical drops off the right side of the trail and potentially difficult stream crossings in the event of heavy rain. Use caution, and lean to the left. The trail is initially well established but grows faint after you reach treeline.

Continue up the Ouray Bear Creek Trail toward Engineer Pass, and reach the aid station right at treeline.

Engineer Aid Station – Mile 51.9 – 11,800'

No crew. No drop bags. This is a backcountry aid station. All supplies are packed in.

Leave the aid station heading east (uphill) on the Ouray Bear Creek Trail. Slow down (!) and carefully navigate as you follow markers along the increasingly faint and steep trail up to Oh! Point.

Climb #6 – Oh Point – Mile 53.3 – 12,910'

Once you reach the road at the top of the climb, turn left for a very short stretch to Engineer Pass Road (CR-2), then right, heading downhill (not up to the true summit of the pass) on the road for 4.3mi to the first sign for Animas Forks. This section is part of the Alpine Loop, a busy OHV route. Depending on time of day, there could be lots of traffic. Turn right onto the upper Animas Forks Loop Road, passing through the well-preserved ghost town and looping around downhill to the aid station just before the bridge across the Animas River.

Animas Forks Aid Station – Mile 57.9 – 11,040'

Crews and drop bags allowed. Pacer exchange.

Crew alert (!) - the last 4 miles of the drive (past Eureka) to Animas Forks from Silverton are on a rough, narrow and occasionally congested road. 4WD strongly recommended. The parking at the aid station is limited. Please limit crew/ family/ friends to 1 vehicle (!) and consider carpooling with other crews.

Depart the aid station across the river, complete the lower half of the loop road back to CR-2 and turn right (downhill). Follow the road 0.8mi to where the Grouse Gulch Trail branches off to the left, climbing steeply uphill. The trail becomes less distinct and more braided as you climb; slow down (!) and carefully navigate as you reach the pass.

Climb #7 – American Grouse Pass – Mile 61.4 – 13,020'

Cross over the pass and descend into American Basin. There will likely be some snow here, even on dry years. Follow the Grouse Gulch / American Basin Trail ESE through the basin, crossing the Lake Fork of the Gunnison River and approaching the west climbers trail up to Handies Peak. Look (!) for a trail intersection turning south just before Sloan Lake. Follow it around as it curves back north up to the summit and high point of the Hardrock 100. Breathe deep.

Climb #8 – Handies Peak – Mile 64.2 – 14,048'

Descend off the summit heading north, following the rocky ridge as it curves east and enters the Grizzly

Gulch Basin back into treeline. Follow the Grizzly Gulch / Handies Peak Trail downhill ENE, cross the Lake Fork of the Gunnison River (again) and enter the aid station at the junction with Cinnamon Pass Road.

Burrows Park Aid Station – Mile 68.5 – 10,410'

No Crew. No drop bags. Note to crew (!), do not follow or assist your runner on the Cinnamon Pass Road or attempt to crew at Burrows Park.

Turn right (SSE) on Cinnamon Pass Rd (CR-30) and follow it 3mi downhill. There will be traffic. Look (!) for a faint trail on your right exiting a small lookout point / pull-off and descending a short, steep section on private land (do NOT leave the trail) to Cottonwood Creek Rd / CR-35. Turn right across the bridge and go 0.5mi to the aid station.

Sherman Aid Station – Mile 72.7 – 9640'

Crews and drop bags allowed. Pacer exchange. Please note (!) that crew driving times from Silverton are multiple hours round trip on either a rugged 4WD route over Cinnamon Pass or on pavement, south via South Fork/Creede (the northern route through Delta/Blue Mesa Reservoir has road construction and closures – not recommended in 2022).

Depart the aid station south across Cottonwood Creek and head steeply uphill on the Cataract Gulch Trail. The trail becomes less distinct as you climb, with numerous wetlands and willows. Slow down (!) and carefully navigate as you climb above treeline. Continue generally south on the Cataract Gulch Trail #9475, skirting Cataract Lake and multiple tarns to the junction with the Continental Divide Trail #813 and the pass.

Climb #9 – Cataract Pole Pass – Mile 77.9 – 12,200'

(NEW in 2021/2022) Turn left (east) on the CDT for a short distance, then back south (right) on the Pole Creek Trail #820. Follow the Pole Creek Trail south past the junction with the East Fork Middle Pole Creek Trail #916, staying on the main trail #820 to the aid station.

Pole Creek Aid Station – Mile 82.1 – 11,249'

No Crew. No drop bags. This is a backcountry aid station. All supplies are hiked in.

Continue following #820 for a short distance south to the junction with the West Pole Creek Trail #918. Turn right (west) on #918 and follow the trail through complex terrain with lots of side drainages. Slow down (!) and carefully navigate as you ascend with the West Fork of Pole Creek to the pass. Many runners have gotten off-course here in the huge willow stands and numerous wetlands. The elk are notorious for trampling course markers in this area.

Climb #10 – Maggie / Pole Pass – Mile 86.1 – 12,530'

Follow the trail SE off the pass and descend into the aid station. Cross the CDT - do not (!) go north or south on it.

Maggie Gulch Aid Station – Mile 87.1 – 11,840'

No crew. No drop bags. Pacer exchange. The aid station is located at the end of a rough, narrow 4WD road with steep drops. No crewing is allowed. A single pacer may hike up from the base of the road at

CR-2 to exchange with a pacer finishing the previous segment.

Follow markers along faint trails (or off-trail) uphill out of the aid station, heading generally south. Navigate carefully in this section. Trail is faint or nonexistent in places. Note that the route will vary from year to year, especially at the top of the ridge, depending on snow and cornice conditions.

Climb #11 – Buffalo Boy Ridge – Mile 88.7 – 13,214’

Descend and then traverse from the ridge with Canby Mountain on your left. The course crosses Stony Pass Road about 100 yards to the south of the pass. Traverse and climb up toward the ridge.

Climb #12 – Green Mountain / Stony Pass Ridge – Mile 90.2 – 12,980’

From the ridge, proceed SSW on the single track trail that switchbacks as you descend moderately turning steeply into Cunningham Gulch. Note that there can be large herds of sheep grazing in Green Mountain Basin. Guard dogs may be present and aggressive. Do your best to go well around the sheep and dogs. Descend until you hit CR-4, then turn right and proceed 0.2mi to the aid station.

Cunningham Gulch Aid Station – Mile 93.2 – 10,380’

Crew and drop bags allowed. Pacer exchange. Please note (!) that the Cunningham Gulch Road (CR-4) can be very congested and is heavily traveled by those not associated with Hardrock. This has led to user conflict in the past. Limit is one vehicle per runner, and consider carpooling with other crews.

Head NW out of the aid station down to Cunningham Creek, cross it, and ascend the steep switchbacks out of the gulch up to the pass.

Climb #13 – Dives Little Giant Pass – Mile 95.4 – 13,000’

Cross the narrow pass into Arrastra Gulch and follow the faint trail downhill as it becomes more defined and turns into a road. Look (!) for markers at road intersections. Follow the road down switchbacks as it turns generally west, and cross Arrastra Creek onto the Beaver Ponds Trail. Follow the trail to the edge of town and Kendall Mountain Ski Area, cross the bridge across the Animas River onto 14th Street into Silverton. Turn left on Reese St, go two blocks, turn right on 12th St into the finish.

Silverton Finish – Mile 102.5 – 9310’

Stop! Kiss the Hardrock!