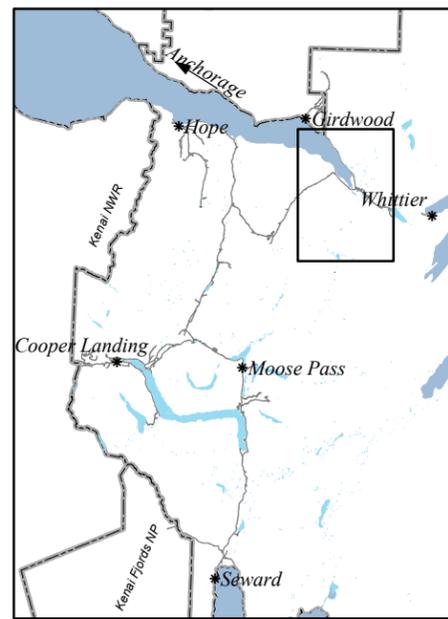


Alternative 4 Iditarod National Historic Trail Turnagain Pass - Turnagain Arm Area



Segment	Miles	1986 INHT Comprehensive Plan	AK DOT & AK RR*	Alternative 4 FS Action	Trail Class	Primary** Managed Use (summer)	Primary** Managed Use (winter)	Prohibited Trail Use
RR2	27.8	Primary Route	Rail Route	-	-	-	-	-
RR3	10.9	Primary Route	Rail Route	-	-	-	-	-
TP1	12.4	-	-	Main Route	3	none	snowmo	summer motor
TP3	7.4	-	-	Main Route	3	hike	ski	motorized
TP4	6.2	-	-	Main Route	3	bike, hike	ski	motorized
TP5	1.4	-	-	Access Route	3	bike, hike	ski	motorized
P1	1.3	Connecting Trail	-	Portage Route	4	bike, hike	ski	motorized
P2	4.5	Connecting Trail	-	Portage Route	4	hike	ski	summer motor
TA1	21.4	Connecting Trail	-	Main Route	2	hike	none	motorized
TA2	4.9	Connecting Trail	-	Main Route	1	none	snowmo	all summer use
H6	11.6	Connecting Trail	Bike Path	-	-	-	-	-
H7	3.5	Connecting Trail	Bike Path	-	-	-	-	-
H8	7.6	Connecting Trail	Bike Path	-	-	-	-	-

* Indicates existing, planned or proposed AK Department of Transportation or AK Railroad INHT segments.
 ** Indicates actively managed trail use. Other trail uses allowed unless prohibited.

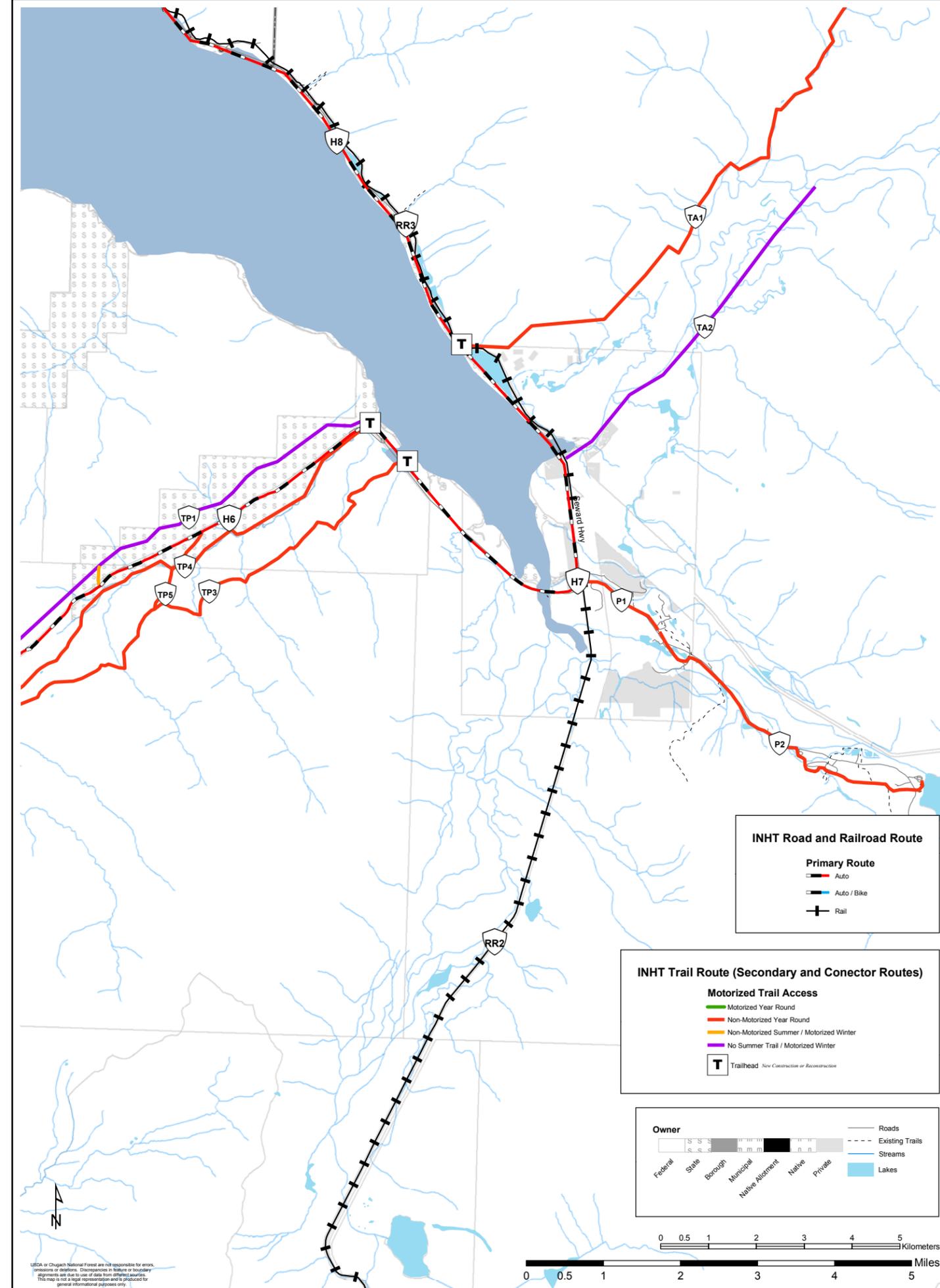
Turnagain Pass Area Summary: Trail segments for Alt. 4 for the Turnagain Pass Area shown on this map begin at the Pass Rest Areas. TP1 would continue in a NE direction from the previous map (JP-TP), descending to the Arm by linking a series of muskegs, ending at the Kenai Peninsula Welcome sign. The portion of segment TP1 displayed on this map is approx. 6-miles long, mostly on State lands.

TP3 (high route) and TP4 (low route) both begin at the "high-low" split. The high route (TP3) would climb to about 1500' elevation before descending to the Arm, coming out to the Seward Hwy at MP75.5, then using a hwy shoulder path to a Trailhead at Ingram Creek. It would allow access to extensive alpine terrain, and views of cascading waterfalls at five bridge locations, 4 single-span and one suspension. This segment is all on NF lands. A cabin would be constructed along this segment, out of view from the trail. The low route (TP4) follows Ingram Creek to where it crosses under the Seward Hwy at MP75. It is within view and earshot of the creek for most of its 6.5 miles and is mostly on State Lands. TP5 is a mid-point access route from the Seward Hwy to TP 3 & 4. The FS would construct approx. 15 miles of trail for year round non-motorized use. Approx. 6 miles of trail would also be constructed for winter-only motorized or nonmotorized use (no tread would be constructed except on bridges).

Turnagain Arm Area Summary: Trail segments begin in the Ingram Creek area (MP75) and continue to Twentymile and Portage Valleys using a Highway Bike Path (H7). It would continue north to Girdwood as segment H8. This bike path is included in the State's out-year plans, scheduled to be constructed in 2005 at the earliest. The terrain in this location includes large expanses of tidal or riverine wetlands and six large river crossings making a route away from the highway impractical due to the extensive fill and long bridges that would be required.

Twentymile Valley: TA1 would provide an alternative to H8 by constructing a primitive (class 2) trail up Twentymile Valley and over to Winner Creek. It would leave the the Seward Hwy at MP82, cross the railroad tracks and proceed NE along the north side of the valley. The west end of TA1 follows an old road alignment up to approximately 800' el., bypassing several privately-owned parcels, then returns to the toe of the slope and traverses through spruce-hemlock forests and alder thickets, fording several creeks and crossing avalanche deposition areas that retain snow year-round. A cabin would be constructed approx. 6 miles from the Hwy, out of view from the trail. TA2 is the winter corridor for snowmachine use in Twentymile Valley. It will be marked in the field but will have no constructed features. The FS would construct approx. 8 miles of trail for summer non-motorized use, and a foot crossing of the railroad tracks. All would be on NF lands except at the railroad crossing.

Trailheads: Access to the trail through the Areas shown on this map would be provided at six existing pullouts, and one new one. They include Turnagain Pass West and East(MP68/68.5), which will be reconstructed as a joint DOT-FS project in the summer of 2003; Kenai Peninsula Welcome Sign and Ingram Creek pullouts, (MP75/75.5), Portage Creek bridge (MP79.4) the Alaska Railroad's Portage station (MP80) for TA2, and a proposed site at MP82 for TA1. This last trailhead is recommended to be constructed as part of DOT's MP75-90 Hwy reconstruction project which is scheduled for 2005 at the earliest. Parking for up to 20 vehicles, vault toilets and interpretive and informational signs would be constructed at this site. Interpretive and informational signs would be added at all sites. Vault toilets at the two Ingram Creek sites would be added as part of trailhead reconstruction..



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USDA Forest Service, Chugach National Forest, Seward Ranger District. This Map (K:\plan\projects\projects_0204\iditarod\alt_4\map_girdwood_area.mxd) was produced on 5/22/2003 at 6:43:17 AM