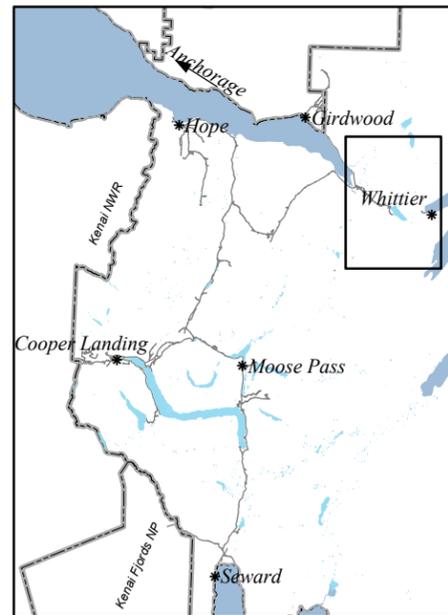


Alternative 2 Iditarod National Historic Trail Portage Area



Turnagain Arm Area/Portage Valley(TA/P)								
(Note: Segments RR2, H7 and TA2 are displayed on the map and table for reference, but are not included in summary text below)								
Segment	Miles	1986 INHT Comprehensive Plan	AK DOT & AK RR*	Alternative 2 FS Action	Trail Class	Primary** Managed Use (summer)	Primary** Managed Use (winter)	Prohibited Trail Use
RR2	27.8	Primary Route	Rail Route	-	-	-	-	-
H7	7.1	Connecting Trail	Bike Path	-	-	-	-	-
P1	1.3	Connecting Trail	-	Main Route	4	bike, hike	ski	motorized
P2	4.5	Connecting Trail	-	Portage Route	4	hike	ski	motorized
P3	2.5	Connecting Trail	-	Portage Route	-	canoe/kayak	none	motorized
P4	2.0	Connecting Trail	-	Portage Route	2	hike	none	motorized
P5	1.1	Connecting Trail	Bike Path	-	-	-	-	-
TA2	4.9	Connecting Trail	-	Main Route	1	none	snowmo	all summer use

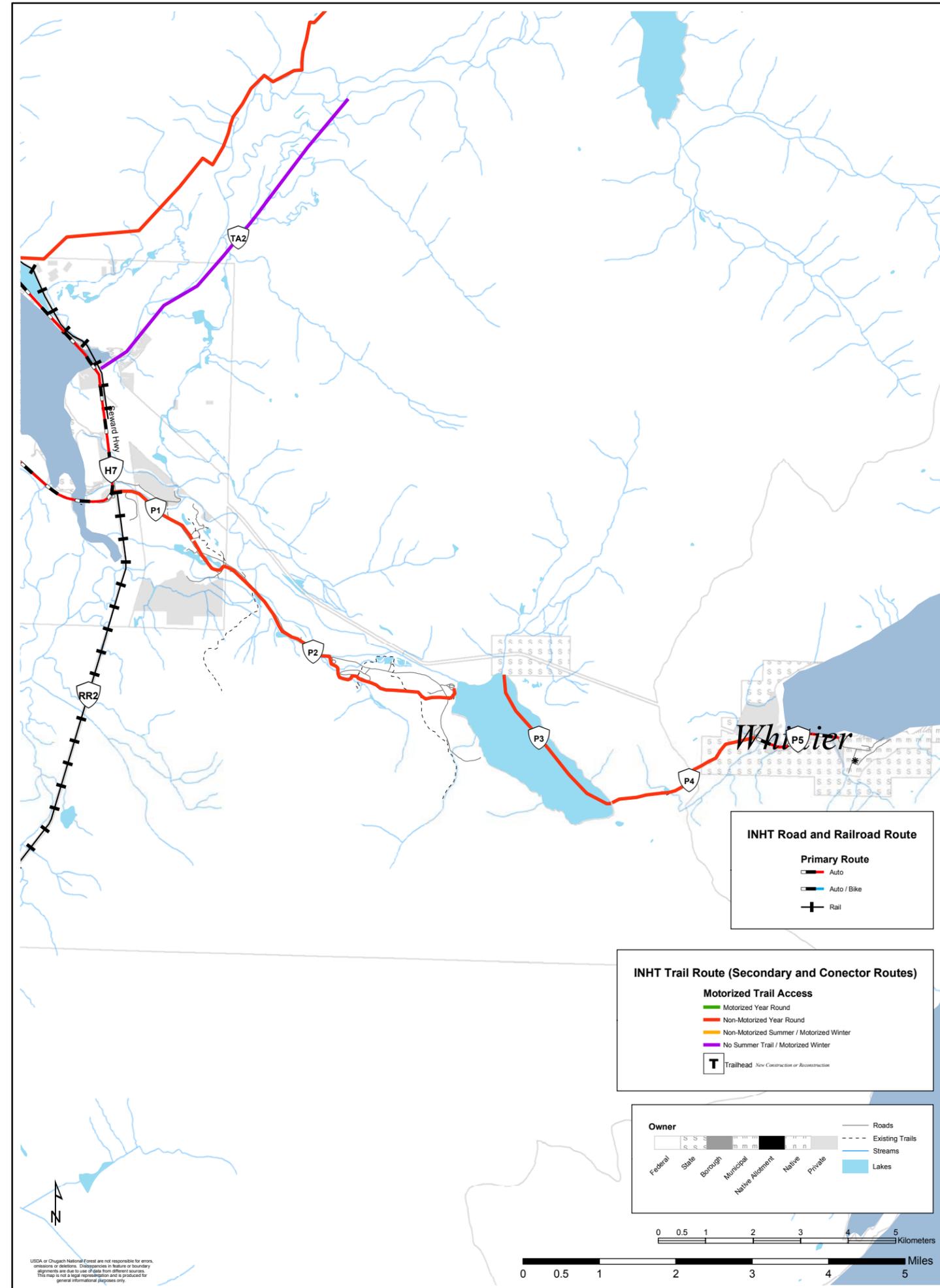
* Indicates existing, planned or proposed AK Department of Transportation or AK Railroad INHT segments.

** Indicates actively managed trail use. Other trail uses allowed unless prohibited.

Turnagain Arm/Portage Valley Area Summary: Trail segments for Alt. 2 in Portage Valley and Whittier would begin at MP79 of the Seward Highway and head east following the Trail of Blue Ice to the Begich, Boggs Visitor Center on Portage Lake. (P1-2) The trail would cross the lake and continue east over Portage Pass on the existing Portage Pass Trail (P3-4). A highway bike path is recommended to be constructed by DOT to extend the trail into Whittier (P5).

Alt. 2 would construct 1.3 miles of new trail, and reconstruct 2.0 miles of existing trail. 10.3 miles of trail would become part of the INHT, all available for year-round non-motorized use.

Trailheads: Access to the trail in Portage Valley would be provided at Six existing sites: an existing pullout at MP79 of the Seward Highway (Portage Creek bridge), Moose Flats Day Use Area, the Begich, Boggs Visitor Center, Bear Valley lake access, Portage Pass Trailhead just east of the tunnel on the Whittier side, and at the end of the road in Whittier. Interpretive and informational signs would be installed at all sites.



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