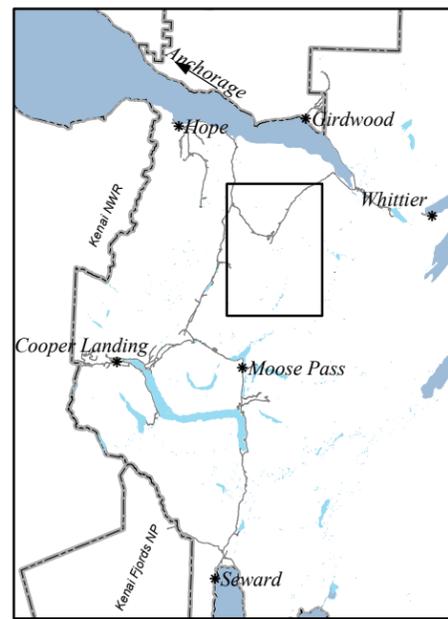


## Alternative 4 Iditarod National Historic Trail Johnson Pass - Turnagain Pass



Johnson Pass - Turnagain Pass Area (JP, TP)								
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
JP2	13.4	Connecting Trail	-	Main Route	4	bike, hike, horse	snowmo, ski	summer motor
JP3	3.9	Connecting Trail	-	Main Route	4	bike, hike, horse	ski	motorized
JP4	3.1	Connecting Trail	-	Main Route	4	bike, hike, horse	snowmo	summer motor
JP5	1.6	-	-	Access Route	4	bike, hike, horse	snowmo	summer motor
TP1	12.4	-	-	Main Route	3	none	snowmo	summer motor
TP2	6.0	-	-	Main Route	3	bike, hike	ski	motorized
H5	7.4	Connecting Trail	Bike Path	-	-	-	-	-
H6	11.6	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.

seasonal residence remains actively used here. This alternative would reconstruct the existing Johnson Pass Trail all the way to its North Trailhead (JP2 & 3), as well as restore an old alignment in order to separate winter motorized and non-motorized user groups at the north end of the trail (JP4 & 5). Two cabins would be constructed along JP2. This trail starts and ends in spruce-hemlock forests, climbing to just over 1000' elevation, where it traverses alpine meadows and passes two lakes near Johnson Pass. Four existing bridges would be replaced or receive heavy maintenance. JP4 includes a bridge across Center Creek just below its confluence with Bench Creek. JP5 would be a winter-only route for snowmachiners from the new Granite Creek trailhead to JP4. Summer users would use the existing Sixmile Hwy Bike Path. All of the Johnson Pass area trail segments end at trailheads on the Seward Hwy.

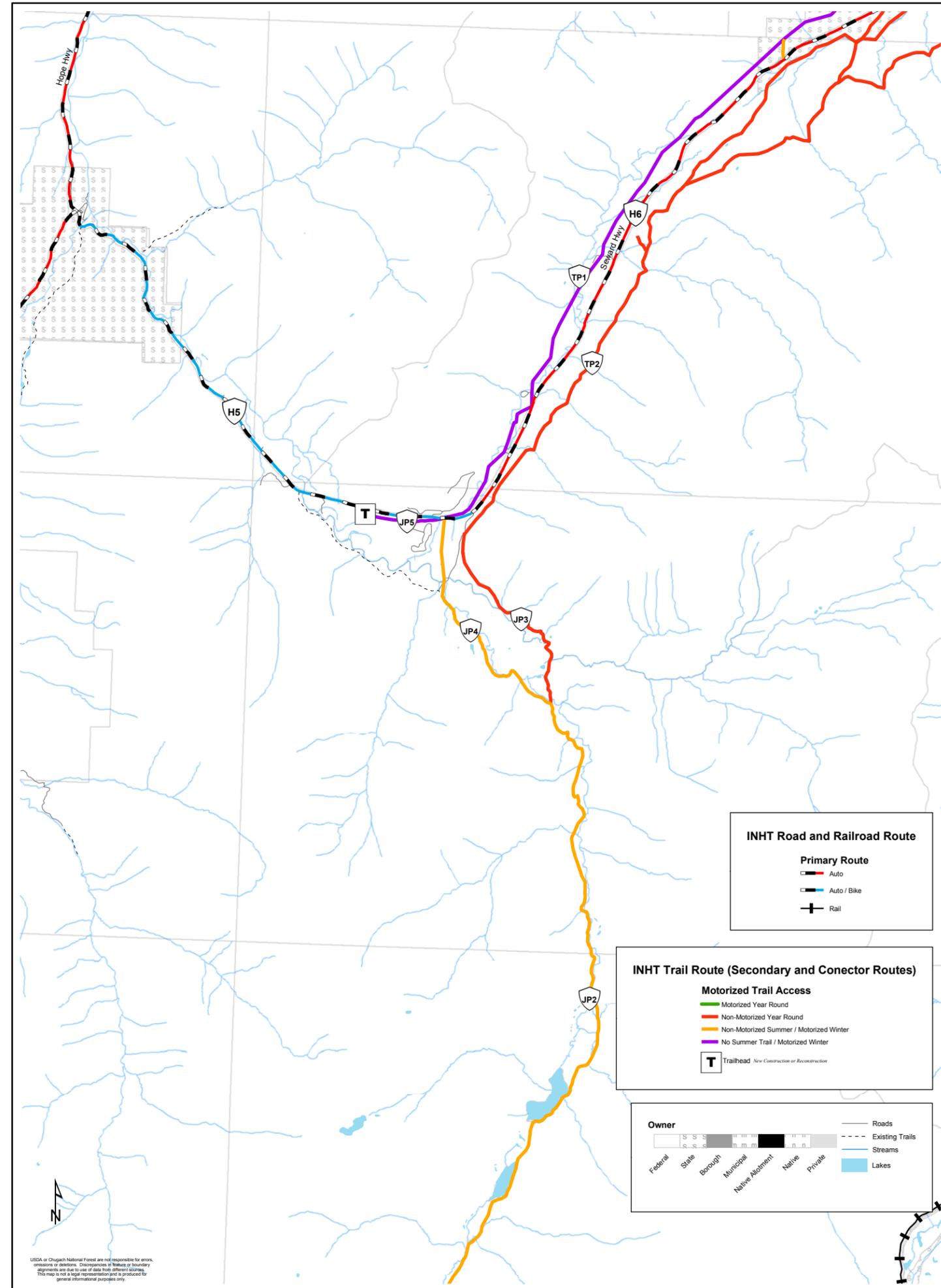
The Forest Service would construct 1.6 miles of new winter-only access trail, and reconstruct 20.4 miles of existing trails. All trails would be available for year-round use as shown above, and all are on NF lands.

**Turnagain Pass Area Summary:** Trail segments for Alt. 4 in the Turnagain Pass Area shown on this map begin at the Granite Creek Hwy Bridge and Johnson Pass N. Trailhead. Segments would proceed in a northeasterly direction, on both sides of the highway. Segment TP1 would be a winter-use only trail. It would cross under the Seward Hwy at the Granite Creek bridge, traverse open sub-alpine terrain and cross seven creeks in willow flood plains. Six creeks would be forded, and one would have a bridge. No tread would be constructed for this over-snow trail. Segment TP2 would be designed for year-round use. It would start at Johnson Pass North Trailhead and follow the toe of the slope, before gradually climbing through sub-alpine meadows and crossing seven cascading creeks with single-span bridges.

The Forest Service would construct approx. 7 miles of trail for year-round non-motorized use, and approximately 6 miles of trail for winter motorized use (no tread except on bridges).

**Bike Path:** Two trail segments along the Seward Highway are displayed on the map (H5 & H6). H5 is the existing Sixmile bike path from the Hope Wye (MP56.6) to Johnson Pass Trailhead access road (MP63.8). H6 would be a bike path that is recommended for AK DOT to consider as it reconstructs the corresponding sections of Highway MP63.8-MP75. Together these segments would account for approximately 18.4 miles of paved bike path.

**Trailheads:** Access to the trail in the areas shown on this map would be provided at four existing trailheads, and one new one. Trailheads include Hope Wye/Six Mile Bike Path Wes (MP56.3), the proposed Granite Creek Trailhead (MP62.2), Johnson Pass North (MP63.8), Turnagain Pass East and Wets (MP68 and 68.5). Interpretive and informational signs would be installed at all sites and vault toilets would be constructed at the new Granite Creek site.



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